



## 400 Coventry Road

Planning Rationale Addendum  
Official Plan Amendment + Zoning By-law Amendment  
May 16, 2025



Prepared for Groupe Oradev

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## Introduction

Fotenn Planning + Design (“Fotenn”), acting as agents for Groupe Oradev, is pleased to submit this Planning Rationale Addendum in support of Official Plan (D01-01-22-0010) and Zoning By-law (D02-02-220097) Amendment applications for the property municipally known as 400 Coventry Road (“the subject property”).

Groupe Oradev is proposing to redevelop the subject property with a high-rise, mixed-use development consisting of seven (7) towers ranging in height from 21 to 35 storeys and interconnected with six (6) storey mid-rise podiums. The proposed development would be bisected by a new east-west municipal right-of-way and would also accommodate a new public park located in the southwest corner of the northernmost development block.

The Official Plan and Zoning By-law Amendment applications were first submitted on October 25, 2022. Since the original submission of the applications, the Provincial Planning Statement, 2024, was issued and came into effect on October 20, 2024, replacing the Provincial Policy Statement, 2020; and the City of Ottawa Official Plan was formally approved by the Minister of Municipal Affairs and Housing. Further, the proposed development has undergone several significant revisions, in part due to feedback from City staff and the Urban Design Review Panel review, which occurred on October 6, 2023.

This Addendum has been prepared in support of a resubmission of the above noted Official Plan and Zoning By-law Amendment applications. The intent of this Addendum is to assess the latest version of the proposed development with respect to the applicable policy and regulatory framework and determine if the proposed development represents good planning for the subject property. This Addendum is meant to be read in conjunction with the Planning Rationale prepared by Fotenn and dated October 2022. While the previous Planning Rationale may be reviewed in response to the preceding policy direction that applied at the time of the submission of the application, this Addendum intends to focus exclusively on the current policy context.



## Proposed Development

Groupe Oradev is proposing to redevelop the subject property with a high-rise, mixed-use community. The proposed development will consist of two (2) high-rise buildings, each incorporating multiple high-rise tower components.

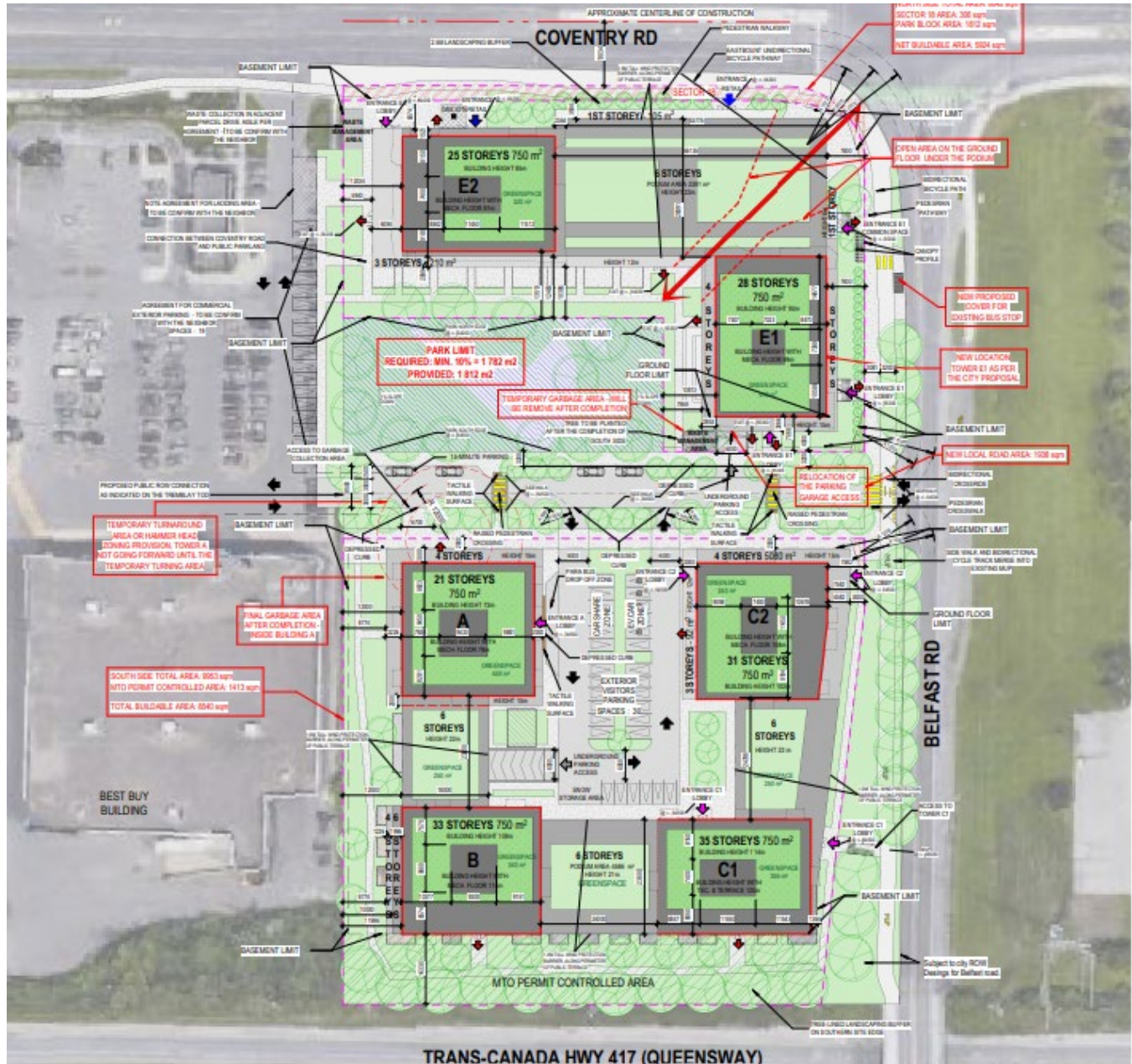


Figure 1: Excerpt from the Site Plan (Option 1) of the proposed development



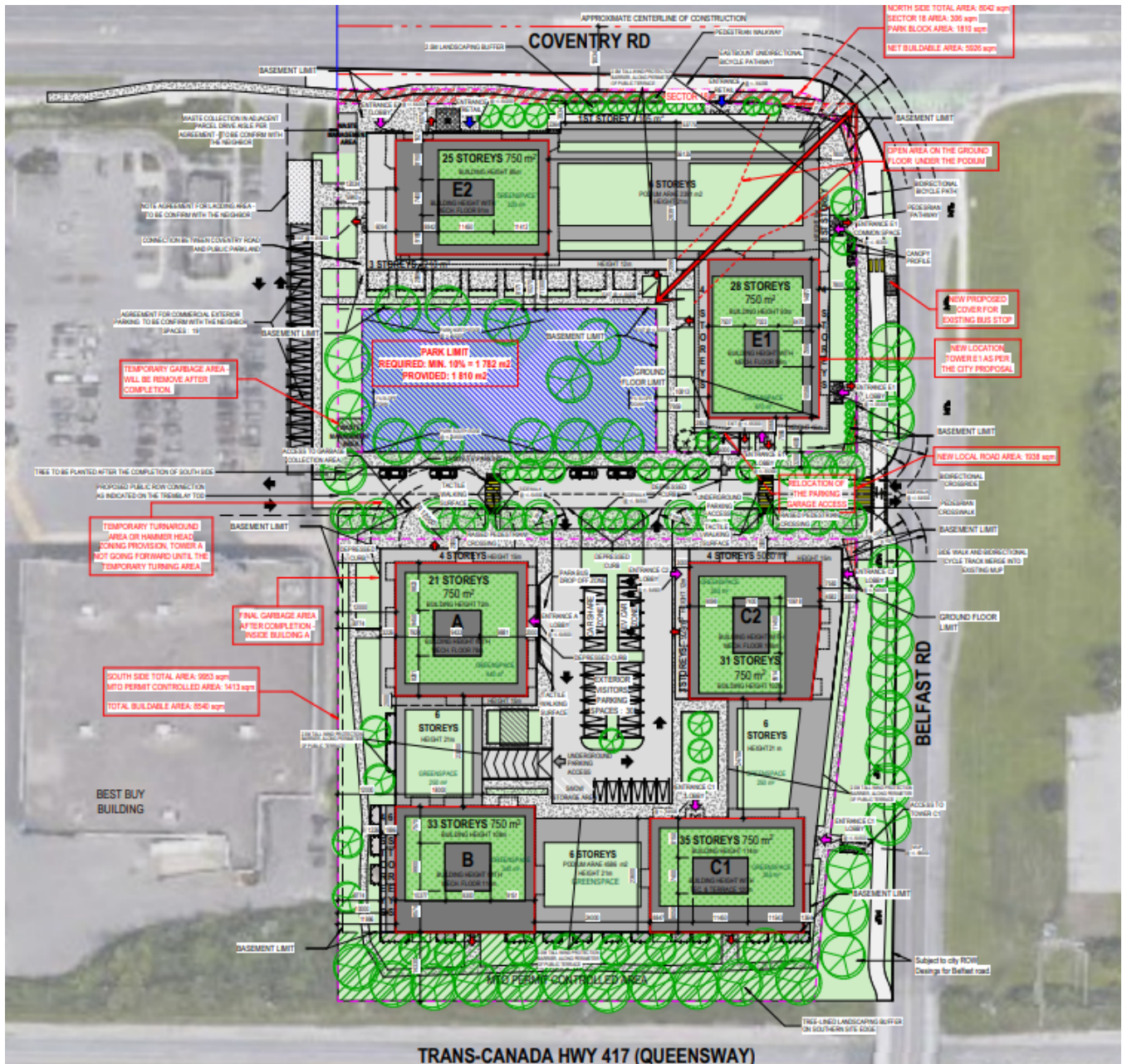


Figure 2: Excerpt from the Site Plan (Option 2) of the proposed development

The subject property will be bisected by a new east-west public road which will connect to Belfast Road to the east and is intended to continue further westward through the abutting lands to the west to connect to Lola Street. The new public right-of-way will create two (2) blocks, which will be developed as follows:

### Block 1 (South Parcel)

Block 1 will consist of a U-shaped building with four (4) towers of varying heights on a low-to mid-rise podium. The podium base will incorporate four (4) and six (6) storey building heights, on top of which four (4) high-rise towers will be constructed at each corner of the block:





servicing approach. In both Options, there will be sufficient space for conveyance of an appropriately sized park per the City's parkland requirements.

Block 2 will also incorporate approximately 1,119 square metres of commercial space, which will help make the subject property a true mixed-use destination for its residents and the surrounding area.

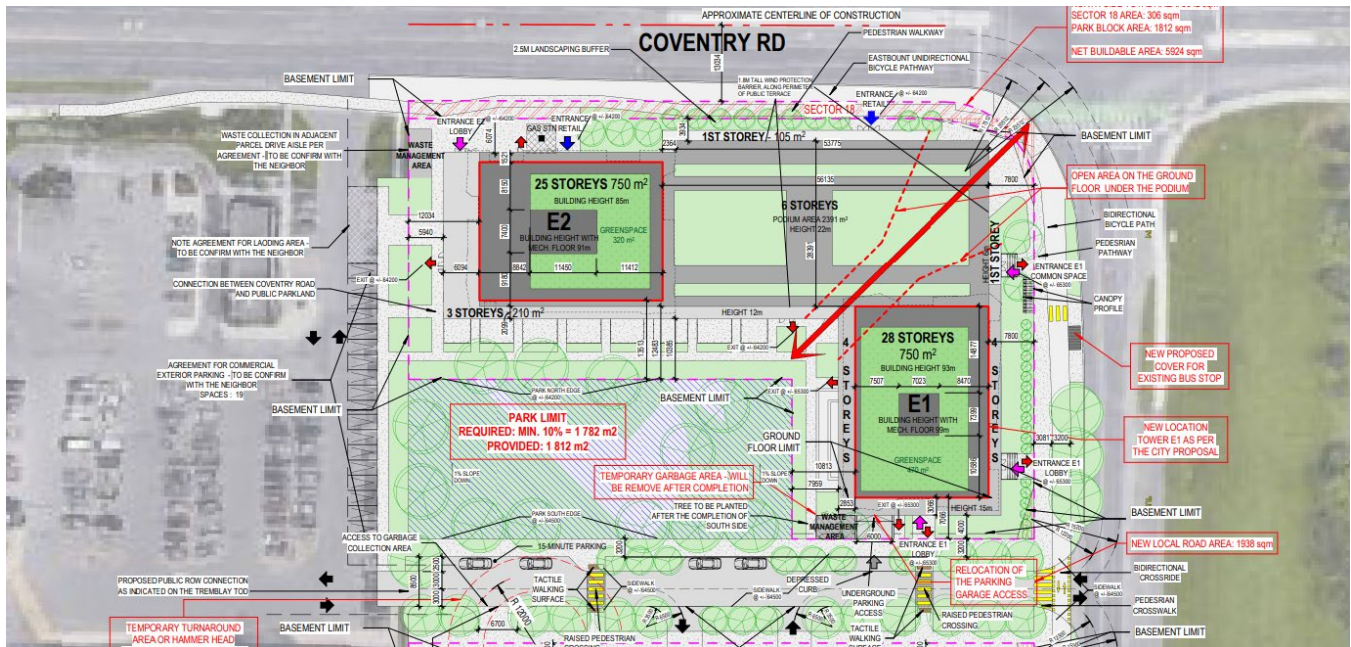


Figure 4: Excerpt from the Site Plan (Option 1), showing Block 2 (the north parcel) of the proposed development

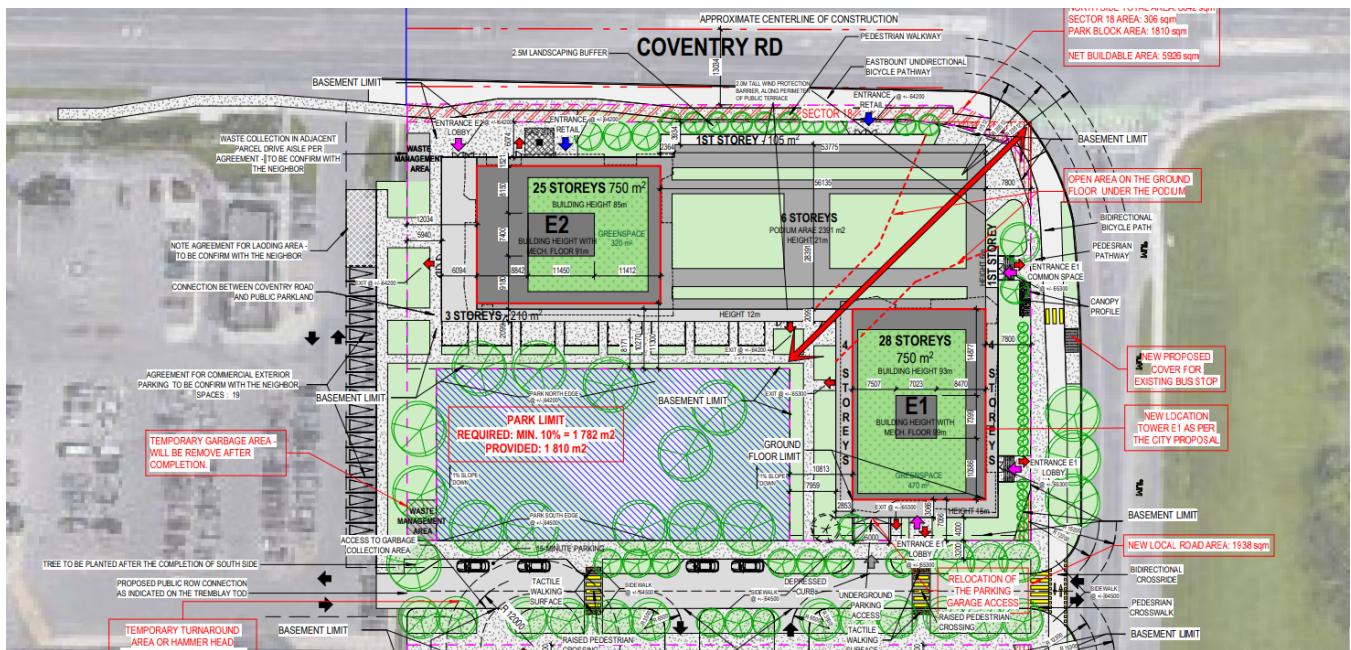


Figure 5: Excerpt from the Site Plan (Option 2), showing Block 2 (the north parcel) of the proposed development



## Unit Count and Mix

The latest version of the proposed development anticipates a total approximate unit count of 1,768 units, as follows:

Unit Type	Block 1 (south parcel)	Block 2 (north parcel)
<b>Bachelor</b>	363	82
<b>1 bedroom</b>	401	115
<b>1 bedroom + den</b>	198	91
<b>2 bedroom</b>	144	180
<b>2 bedroom + den</b>	0	10
<b>3 bedroom + townhouse dwellings</b>	134	50
<b>Total</b>	<b>1,240</b>	<b>528</b>

### 2.1 Summary of Design Changes

The proposed development has undergone several design changes since its original inception and submission in October 2022. The project initially envisioned servicing being provided through the adjacent property to the west, running north-south from Coventry Road through 380 Coventry Road, via an easement. As the project progressed, it was determined that a second option, wherein servicing is provided wholly on the subject site, would be beneficial to provide flexibility for future development. Therefore, the proposal has been revised with two options, as follows:

- / **Option 1:** services are proposed to run underneath the abutting site to the west at 380 Coventry Road via an easement. The park is wider and shallower.
- / **Option 2:** services are proposed to run along the west side of the property. The park is comparatively narrower and deeper.

Additionally, in response to feedback, including from City staff and the Urban Design Review Panel (UDRP), the design has been refined in the following ways:

- / Tower E1 has been removed (and the former Tower D has been renamed to Tower E1), and building heights have been redistributed throughout the site:
  - Tower D (now E1): 20 → 28 storeys
  - Tower E2: 23 → 25 storeys
  - Tower A: 18 → 21 storeys
  - Tower B: 30 → 33 storeys
  - Tower C1: 28 → 35 storeys
  - Tower C2: 27 → 31 storeys
- / Tower setbacks and stepbacks from the park have been increased to reduce shadowing impacts on the park and ensure that it does not feel closed in.
  - Setbacks and stepbacks in Option 1 and 2 vary due to the park geometry, but have generally been improved since Submission 1, shown below:

	Submission 1	February 2025 Resubmission	Present Resubmission
<b>Podium Setbacks from the Park</b>			
<b>Tower E1</b> (formerly Tower D)	1.8 m	Option 1 + 2: 7.96 m	Option 1 + 2: 7.96 m
<b>Tower E2</b>	1.5 m	Option 1: 10.59 m Option 2: 8.37 m	Option 1: 10.39 m Option 2: 8.1 m
<b>Tower Setbacks from the Park</b>			
<b>Tower E1</b> (formerly Tower D)	1.8 m	Option 1 + 2: 10.82 m	Option 1 + 2: 10.81 m
<b>Tower E2</b>	4.5 m	Option 1: 13.51 m Option 2: 11.3 m	Option 1: 13.51 m Option 2: 11.3 m

- / In addition to the separation distance between the park and the podium and towers, the relationship between the buildings and the park have been improved in other ways:
  - Previously, a three (3) storey podium faced the park to the north, but to the east, the 25-storey tower touched down and there was no setback for the west side of Building D. Building E1 (formerly known as Building D) has been adjusted so that there is a four (4) storey podium with a 2.8 metre stepback to the east of the park.
  - The increased setbacks between the park and the building to the north provides for potential private amenity space for at-grade units in the podium of Tower E2. Providing private amenity spaces for at-grade units increases passive surveillance, providing for more eyes on the park, an important Crime Prevention through Design (CPTD) principle.
- / Main parking garage access points have been adjusted as follows:
  - North parcel: moved from Coventry Road to the proposed east-west public road.
  - South parcel: moved from the west edge of the property west of Tower A to within the loop between Towers A and B.
- / The east-west public road right-of-way has been increased from 18 to 20 metres
- / The public realm across the entire site has been improved through the following measures:
  - Removal of a tower on the north parcel, which will improve the airiness throughout the site and public realm at ground level.
  - Increased new east-west public road right-of-way width (from 18 to 20 metres).
  - Reducing the amount of on-street parking on the public road and increasing the amount of soft landscaping and space for tree plantings, which will allow for the creation of a tree-lined street.
  - Consolidation of landscaping on the south side of the public road, with space for tree plantings and a single sidewalk, compared to the version from the OPA/ZBLA Submission 2, which had a sidewalk and private pathway
  - Increased podium setback of Tower E1 (previously Tower D) from the future public right-of-way, from 0.7 metres to 4 metres, which provides space for soft landscaping
  - Wider sidewalk on the north side of the public street, from 1.9 m to 3.05 m
- / Additional opportunities for improving the public realm will continue to be assessed throughout the Site Plan Control (SPC) process.

- / The temporary turnaround has been moved from the public park to the Tower A location; it is anticipated that the temporary turnaround would be used while the project is under construction. Tower A would be constructed last, once an acceptable alternative to the temporary turnaround has been confirmed or the tower has been redesigned to permanently accommodate the turnaround.



## 3.0 Policy & Regulatory Framework

### 3.1 Provincial Planning Statement (2024)

Adopted on October 20, 2024, the Provincial Planning Statement (PPS) is a policy document issued under the Planning Act which provides direction on matters of provincial interest related to land use planning and development. All decisions on planning matters “shall be consistent with” the PPS.

The PPS came into effect October 20, 2024, and consolidates the Provincial Policy Statement, 2020 and A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2020) into a more streamlined land-use planning policy for the Province of Ontario. The PPS provides policy direction for housing supply in the province, supporting development and alignment with infrastructure. It also provides policy direction on opportunities for job creation and economic development, increasing the supply of developable land, protections for the environment and natural resources, and protections for communities, resources, and properties from natural and man-made hazards.

The proposed development is consistent with the following policies of the PPS:

#### 2.1 Planning for People and Homes

**Policy 6(a) of Section 2.1** requires planning authorities to support the achievement of complete communities by accommodating an appropriate range and mix of land uses, housing options, transportation options with multimodal access, employment, public service facilities and other institutional uses (including schools and associated child care facilities, long-term care facilities, places of worship and cemeteries), recreation, parks and open space, and other uses to meet long-term needs.

#### 2.2 Housing

**Policy 1 of Section 2.2** expands on this direction, requiring planning authorities to provide for a range and mix of housing options and densities to meet projected needs of current and future residents of the regional market area by:

- b) Permitting and facilitating:
  - 2. all types of residential intensification, including the development and redevelopment of underutilized commercial and institutional sites (e.g., shopping malls and plazas) for residential use, development and introduction of new housing options within previously developed areas, and redevelopment, which results in a net increase in residential units in accordance with policy 2.3.1.3;
- c) promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation; and
- d) requiring transit-supportive development and prioritizing intensification, including potential air rights development, in proximity to transit, including corridors and stations.

#### 2.3 Settlement Areas and Settlement Area Boundary Expansion

**Policy 1 of Section 2.3.1** continues the previous PPS policy that settlement areas shall be the focus of growth and development. Within settlement areas, growth should be focused in strategic growth areas, including major transit station areas. **Policy 2 of Section 2.3.1** states that within settlement areas generally, land use patterns should be based on densities and a mix of land uses which:

- a) efficiently use land and resources;
- b) optimize existing and planned infrastructure and public service facilities;
- c) Support active transportation; and
- d) Are transit-supportive.

Per **Policy 3 of Section 2.3.1**, planning authorities shall support general intensification and redevelopment to support the achievement of complete communities, including by planning for a range and mix of housing options and prioritizing planning and investment in the necessary infrastructure and public service facilities.

## 2.4 Strategic Growth Areas

**Policy 2 of Section 2.4.1**, to support the achievement of complete communities, a range and mix of housing options, intensification and more mixed-use development, strategic growth areas should be planned:

- a) to accommodate significant population and employment growth;
- b) as focal areas for education, commercial, recreational, and cultural uses;
- c) to accommodate and support the transit network and provide connection points for inter- and intra-regional transit; and
- d) to support affordable, accessible, and equitable housing.

Further, **Policy 3 of Section 2.4.1** states that planning authorities should permit development and intensification in strategic growth areas to support the achievement of complete communities and a compact built form.

Per **Policy 3(a) of Section 2.4.2**, planning authorities are encouraged to promote development and intensification within major transit station areas, where appropriate, by planning for land uses and built form that supports the achievement of minimum density targets.

## 3.6 Sewage, Water and Stormwater

**Policy 2 of Section 3.6** states that municipal water and sanitary servicing are the preferred form of servicing for settlement areas, continuing the policy direction from the current PPS. **Policy 8** states that stormwater management shall be integrated with planning for sewage and water services and ensure that systems are optimized.

**The proposed development is consistent with the PPS. In particular, the proposed development will greatly intensify the subject property in a Strategic Growth Area within the City of Ottawa, in proximity to existing infrastructure, including rapid transit. The proposed development represents an efficient use of the land and is transit-supportive, and will contribute to the neighbourhood's evolution into a complete community.**

## 3.2 City of Ottawa Official Plan (2022)

The Official Plan for the City of Ottawa was approved November 4, 2022. The Plan provides a framework for the way that the City will develop until 2046 when it is expected that the City's population will surpass 1.4 million people. The Official Plan directs how the city will accommodate this growth over time and set out the policies to guide the development and growth of the City.

### 3.2.1 Strategic Directions

The Official Plan proposes five (5) broad policy directions as the foundation to becoming the most liveable mid-sized city in North America over the next century. These moves include the following:

#### 1) Achieve, by the end of the planning period, more growth by intensification than by greenfield development.

Ottawa is projected to grow by 402,000 people by 2046, requiring 194,800 new households. The Official Plan assigns a 60 per cent share of future growth within Ottawa's existing built-up area by putting in place zoning and other mechanisms that avoid or delay further boundary expansions. The remainder of growth will take place through greenfield development in undeveloped greenfield lands and additional developable land assigned through urban boundary expansion.

**2) By 2046, the majority of trips in the city will be made by sustainable transportation.**

The mobility goal of the Official Plan is that by 2046, more than half of all trips will be made by sustainable transportation. 40 per cent of Ottawa's current greenhouse gas emissions are transportation related. Sustainable transportation options are fundamental to 15-minute neighbourhoods and vibrant communities. Achieving this goal relies on the City's investments in transit, particularly the construction of further stages of Light Rail Transit (LRT) and funding of other rapid transit initiatives.

**3) Improve our sophistication in urban and community design and put this knowledge to the service of good urbanism at all scales, from the largest to the very small.**

A goal of the Official Plan is to contribute towards stronger, more inclusive and more vibrant neighbourhoods and Villages. The Official Plan introduces a transect approach to distinguish Ottawa's distinct neighbourhoods and rural Villages, resulting in policies that are better tailored to an area's context, age and function in the city. Policies associated with land use designations, including Hubs, Corridors, Neighbourhoods and Rural Villages are specific to the context of each transect.

**4) Embed environmental, climate and health resiliency and energy into the framework of our planning policies.**

The Official Plan contains policies to encourage the evolution of neighbourhoods into healthy, inclusive and walkable 15-minute neighbourhoods with a diverse mix of land uses. It also includes policies to help the City achieve its target of 100 per cent greenhouse gas emissions reduction by 2050, its target of a 40 per cent urban forest canopy cover and to increase the City's resiliency to the effects of climate change.

**5) Embed economic development into the framework of our planning policies.**

In the Official Plan, an economic development lens is taken to policies throughout. While land use policies in the Official Plan alone do not ensure economic development, they provide a foundation for other City initiatives and programs to support economic development. In the Plan, flexible land use designations are adaptable to changing economic conditions, new industries and ways of doing business. The Official Plan also supports a broad geographic distribution of employment so that people have the choice to work closer to where they live.

**The proposed development meets the intent of the Official Plan's Strategic Directions. In particular, the proposed development represents a significant intensification of a property in close proximity to existing LRT stations, and will contribute to a mix of uses in the local neighbourhood. The dense, compact, transit-supportive development will assist the City in meeting its climate resiliency goals.**

### **3.2.2 Cross-Cutting Issues**

Some of the City's policy goals require implementation policies that span multiple themes and fall under a number of other City policies, plans, by-laws and practices. Six cross cutting issues have been identified that are essential to the achievement of a liveable city, which are implemented through the policies in multiple sections of the Official Plan:

- / Intensification
- / Economic Development
- / Energy and Climate Change
- / Healthy and Inclusive Communities
- / Gender Equity
- / Culture

Many of these cross-cutting issues are addressed in other City policy documents and plans, and consequently, the Official Plan needs to be read in conjunction with those other policy documents.



**The proposed development responds to the Official Plan's cross-cutting issues by greatly intensifying the subject property and providing a mix of onsite uses, thereby encouraging economic development within the neighbourhood. The dense, compact, high-rise development in proximity to existing rapid transit will help the City achieve its energy and climate change goals, as previously expressed.**

### **3.2.3 Growth Management Framework**

The new City of Ottawa Official Plan contains policies related to Growth Management, with specific policies providing guidance to support intensification. New development within the built-up portion of the urban area represents 51% of urban area growth through to 2046. Intensification may occur in a variety of built forms and height categories, including low-rise (up to four-storeys), high-rise (10-storeys to 40-storeys), to high-rise 41+ buildings (Policy 3.2.2).

Intensification will support 15-minute neighbourhoods by directing new development to Hubs and Corridors. The Hub and Corridor designations are intended to be diverse concentrations of employment, commercial, community and transportation services, as well as accommodating significant residential opportunities (Policy 3.2.3). Intensification is permitted in all designations where development is permitted taking into account whether the site has municipal water and sewer services, and is specifically encouraged on former industrial, commercial and brownfield sites (Policies 3.2.4 and 3.2.5).

Intensification should occur in a variety of dwelling unit floorspace sizes to provide housing choices, including small-household dwellings (units up to two-bedrooms, typically within apartment built forms) and large-household dwellings (units with three or more bedrooms, typically within ground-oriented built forms) (Policy 3.2.8). The Official Plan provides a minimum density requirement for intensification in Hubs of 200 people and jobs per gross hectare, while residential density targets are outlined in the Secondary Plan. Intensification is to be achieved through a minimum of 5% with a target of 10% proportion of large-household dwellings in Hubs, including the Tremblay Hub in which the subject property is located (Policy 3.2.10).

**The proposed development supports Official Plan policies relating to growth management and intensification. The proposed development provides a compact, mixed-use built form which exceeds minimum residential density targets for Hubs while providing opportunities for housing within an area located in close proximity to the Downtown Core and rapid transit. Through the redevelopment of a former employment site along an Arterial Road, the proposed development achieves the City's intensification goals and objectives.**

**The development proponent is also aware of the City's intended minimum proportion of large-household dwellings for intensification within the Tremblay Hub area and intends to work toward achieving this target, with the latest proposed design's site statistics showing a large-household dwelling proportion of 10.4 to 10.9 per cent of the total provided dwelling units onsite.**

### **3.2.4 Inner Urban Transect**

The subject property is located within the Inner Urban Transect and designated a "Hub", with an "Evolving Overlay" as shown on Schedule B2—Inner Urban Transect of the City of Ottawa Official Plan (Figure 6).

The Official Plan divides the City into six policy areas called Transects. Each Transect represents a different gradation of type and evolution of built environment and planned function of the lands within it. The transects range from the most urban (Downtown Core) to the least urban (Rural) areas. Throughout the transect policies, references are made to urban and suburban built form and site design. The Transect Policies provide direction on minimum and maximum height based on context through the type of Transect and designation.

The Inner Urban Transect includes the pre-World War II neighbourhoods that immediately surround the Downtown Core, and the earliest Post-World War II areas directly adjacent to them and is therefore characterized by both urban

and suburban elements. The Official Plan identifies the intended pattern of development within the Inner Urban Transect as urban and for it to continue to develop as mixed-use environments, where a full range of services are located within a walking distance from home to support the growth of 15-minute neighbourhoods.

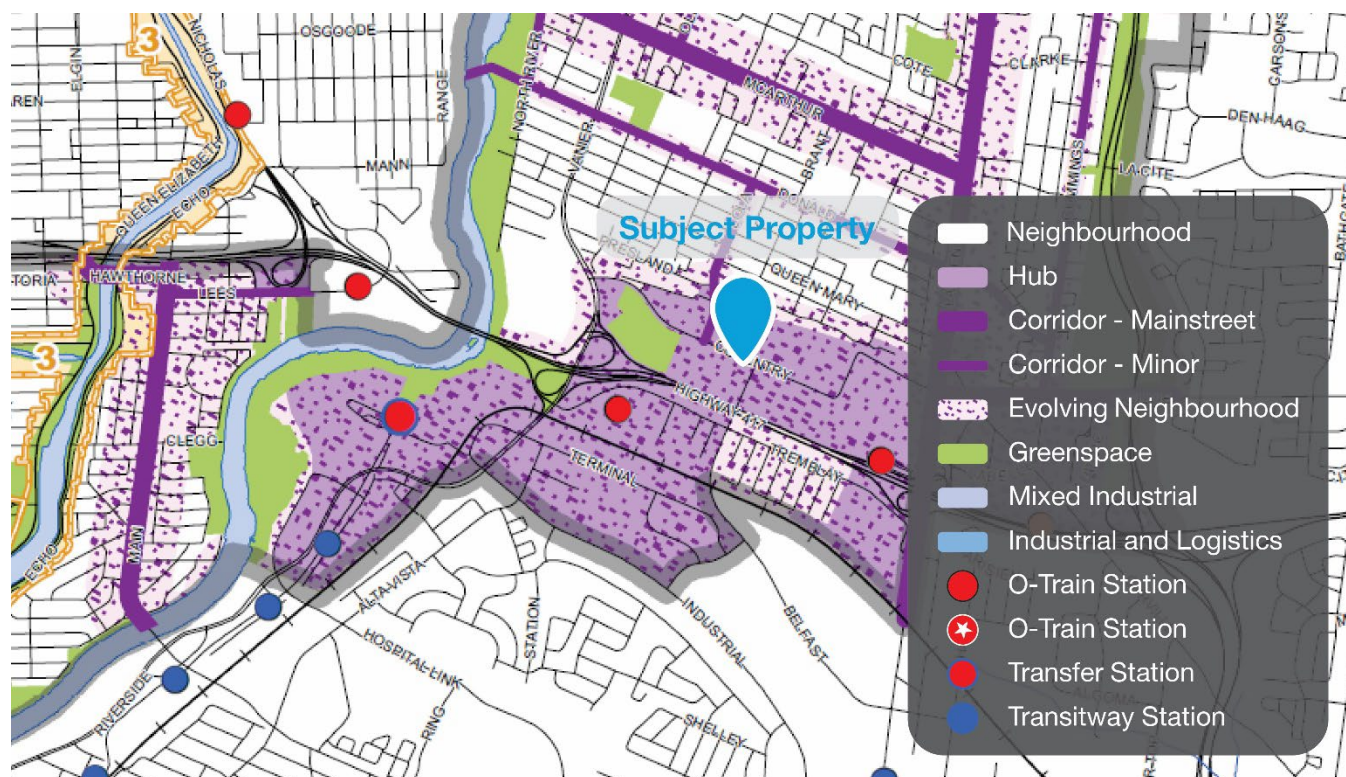


Figure 6: Schedule B2 - Inner Urban Transect, Official Plan

The inner Urban Transect Area is generally planned for mid-to high-density development, subject to proximity and access to frequent street transit or rapid transit; limits on building heights and massing; and resolution of any constraints in water, sewer, and stormwater capacity (Policy 5.2.1.3). The Inner Urban Transect Area shall continue to develop as a mixed-use environment where Hubs and a network of Mainstreets and Minor Corridors provide residents with a full range of services within a walking distance from home, in order to support the growth of 15-minute neighbourhoods (Policy 5.2.1.4). New automobile-oriented uses are typically prohibited, and policies seek to prioritize walking, cycling, and transit within the area. As such, vehicle parking may only be required for large-scale developments (Policy 5.2.2.3a).

### 3.2.5 Hub Designation

Hubs are areas centred on planned or existing rapid transit stations and/or frequent street transit stops. Their planned function is to concentrate a diversity of functions, a higher density of development, a greater degree of mixed uses and higher level of public transit connectivity than the areas abutting and surrounding the Hub. Hubs are also intended as major employment centres.

Hubs will contribute to creating appropriate development densities that make transit viable as they include lands located adjacent to or within a 600-metre radius or 800-metre walking distance from an existing or planned rapid transit station or major frequent street transit stop (Policy 6.1.1.1a). The strategic purpose of Hubs is to focus major residential and non-residential origins and destinations including employment within easy walking access to rapid transit, and to integrate with and provide focus to Downtown Core and Inner Urban Neighborhoods and to establish an network of

residential, commercial, employment and institutional uses that allows residents of all income levels to easily live, work, play and access daily needs without the need to own a private automobile (Policy 6.1.1.2).

Within Hubs in the Inner Urban Transect, building heights of three (3) storeys up to High-rise (defined in the Official Plan as up to 40-storeys) are permitted within areas that are within a 300-metre radius or 400 metre walking distance from rapid transit stations (Policy 5.2.3.1a). Outside this area, building heights of three (3) storeys up to High-Rise are permitted only on parcels that are sufficient size to allow for a transition in built form massing and sites that allow for transition by locating shortest heights at the outer edge of the Hub and tallest heights within the centre and near rapid transit stations (Policy 5.2.3.1d).

Development within the Hub shall direct highest density close to the transit station, and encourage large employment, commercial or institutional uses to be closed close to the transit station (Policy 6.1.1.3a). Hubs shall establish safe, direct and easy-to-follow public routes for pedestrians and cyclists between transit stations and all locations within the Hubs; and create high-quality, comfortable public realm throughout the Hub that prioritizes the needs of pedestrians, cyclists and transit users (Policy 6.1.1.3d and e). Hubs shall establish buildings that define the edge and enhance the public realm through building placement, entrances, fenestration, signage and building façade design, and place principal entrances to prioritize convenient pedestrian access to transit stations and public realm, and address vehicular access (parking and loading) in ways that it enhances the public realm (Policy 6.1.1.3f).

Within Hubs, through the Zoning By-law, surface motor vehicle parking may be limited and restricted through a variety of measures in order to support transit use (Policy 6.1.1.3g).

### **3.2.6 Protected Major Transit Station Areas (PMTSAs)**

Certain select Hubs are identified PMTSAs. PMTSAs are required to meet the minimum density targets of Hubs as set out by the Official Plan, and permit uses that include a range of mid- and high-density housing types as well as a range of non-residential functions including employment, commercial services and education institutions (Policy 6.1.2.3). In PMTSAs the minimum building heights except as specified by a Secondary Plan are two (2) storeys for sites located outside 400 metres walking distance from rapid transit. Density targets are the minimum area-wide density requirement for the PMTSA is 200 people and jobs per hectare, and a minimum 5% with a target of 10% portion of large household dwellings.

**The proposed development conforms to the intent and direction of the Inner Urban Transect, Hub designation, and PMTSA policies of the Official Plan. The proposed development provides a high-density built form located within 600 metres of rapid transit while contributing to the creation of a new mixed-use environment on an underutilized site that is well served by area amenities, transit and transportation infrastructure. The development proposes High-Rise building heights of up to 35 storeys on the subject property, which aligns with the policy direction which permits building heights of three (3) storeys up to high-rise (40 storeys) on lands located within 800 metres walking distance from transit and of a large enough size to achieve appropriate transition to abutting lands.**

**Although separated from the Tremblay LRT Station by Highway 417, the subject property enjoys two (2) relatively direct pedestrian connections to and from Tremblay Station: south along Belfast then west along Tremblay, and west along Coventry then south along the Max Keeping Bridge (an accessible pedestrian bridge terminating just over 100 metres to the north of Tremblay Station, with a sidewalk providing direct pedestrian access to the station's entrance).**

**The proposed development provides a site configuration and building design which is suitable for the subject property and achieves the policy objectives of the Official Plan related to transition, urban design, and the pedestrian realm. Building heights of 21, 31, 33, and 35 storeys are appropriately located on the southern block, which is located closest to rapid transit; while shorter heights of 25 and 28 storeys are located on the northern block closer to Coventry Road, allowing for an appropriate height transition towards the edge of the Hub. The proposed high-rise building heights closest to Coventry Road are also adequate, given the Hub's planned context which extends approximately 200**



metres to the north of Coventry. The Hub designation also extends to the east, west and south of the subject property (on the south side of Highway 417), such that high-rise building heights may be contemplated in nearly all directions.

It is also important to note that the subject property represents a fairly defined block which is bound by Highway 417 to the south and Coventry and Belfast Roads to the north and east, respectively. The nearest stable low-rise residential neighbourhood that is planned to remain low-rise in nature (Eastway Gardens) is effectively located nearly 150 metres from the subject property's limits. As such, the significant distance between the subject property and any low-rise sensitive uses ensures that the proposed development will have no building height transition concerns.

**The proposed development also exceeds the minimum density requirements as set out within the PMTSA.**

### 3.2.7 Evolving Overlay

The Evolving Neighbourhood Overlay is applied to areas of the Neighbourhood Designation in close proximity to Hubs and Corridors to signal a gradual evolution over time that will see a change in character to support intensification, including a change in character from suburban to urban to "allow new built forms and more diverse functions of land." The Overlay is intended to provide opportunities to reach the City's growth management framework for intensification through the Zoning By-law by providing:

- a) Guidance for gradual change in character based on proximity to Hubs and Corridors;
- b) Allowance for new building forms and typologies, like the missing middle housing;
- c) Direction to built form and site design that support more urban built form patterns and applicable transportation mode share goals.
- d) Direction to govern the evolution of development.

**The proposed development adheres to the direction of the Evolving Overlay by providing a more urban and compact built form and site design. The proposed development has been designed in a manner which contemplates the existing character of the area and considers its planned context as a Hub within the Inner Urban Transect Area and within 600 metres of the Tremblay O-Train Station. The proposed development provides a density, mix of uses, and building typology supported by the Official Plan policy direction for the Evolving Overlay.**

### 3.2.8 Urban Design

Urban Design is the process of giving form and context to a city to create the theatre of public life. It concerns the design of both the built form and the public realm. Urban design plays an important role in supporting the City's objectives such as building healthy 15-minute neighbourhoods, growing the urban tree canopy and developing resilience to climate change. New development should be designed to make healthier, more environmentally sustainable living accessible for people of all ages, genders and social statuses. Section 4.6 of the Official Plan provides a framework to outline the City's urban design program.

Policy 4.6.2.3 states that development which includes a high-rise building or a High-rise 41+ shall consider the impacts of the development on the skyline, by demonstrating:

- a) That the proposed building contributes to a cohesive silhouette comprised a diversity of building heights and architectural expressions; and
- b) The visual impact of the proposed development from key vantage points identified on Schedule C6A, where applicable, in order to assess impacts on national symbols.

**The proposed development provides a diversity of building heights, and does not have any visual impact on key vantage points identified on Schedule 6A.**

Policy 4.6.5.2 states that development in Hubs and along Corridors shall respond to context, transect area and overlay policies. The development should generally be located to frame the adjacent street, park or greenspace, and should provide an appropriate setback within the street context, with clearly visible main entrances from public sidewalks. Visual impacts associated with above grade utilities should be mitigated.

**The proposed development appropriately frames the surrounding streets with low- to mid-rise podiums with active street frontages. Placement of utilities will be reviewed through the detailed Site Plan Control design stage.**

Policy 4.6.5.3 states that development shall minimize conflict between vehicles and pedestrians and improve the attractiveness of the public realm by internalizing all servicing, loading areas, mechanical equipment and utilities into the design of the building, and by accommodating space on the site for trees, where possible. Shared service areas, and access should be used to limit interruptions along sidewalks.

**The proposed development internalizes loading and parking garage ramps internally to the site, away from Coventry and Belfast Roads. Placement of other elements including mechanical equipment and utilities will be reviewed through the detailed Site Plan Control design stage.**

Policy 4.6.6.1 states that transition in building heights shall be designed in accordance with applicable design guidelines. In addition, the Zoning By-law shall include transition requirements for Mid-rise and High-rise buildings, as follows:

- a) Between existing buildings of different heights;
- b) Where the planned context anticipates the adjacency of buildings of different heights;
- c) Within a designation that is the target for intensification, specifically:
  - i. Built form transition between a Hub and a surrounding Low-rise area should occur within the Hub.

**The subject property is located adjacent to other properties with permissions for high-rise building heights, with the nearest planned low-rise residential area being located approximately 150 metres away. Nevertheless, building heights on the subject property are proposed to taper down toward the north (further away from the Tremblay LRT Station and the centre of the Hub) so as to help provide a transition toward the outer edges of the Hub.**

Policy 4.6.6.4 states that amenity areas shall be provided in residential development in accordance with the Zoning Bylaw and applicable design guidelines. These areas should serve the needs of all age groups, and consider all four seasons, taking into account future climate conditions. The following amenity area requirements apply for mid-rise and high-rise residential:

- a) Provide protection from heat, wind, extreme weather, noise and air pollution; and
- b) With respect to indoor amenity areas, be multi-functional spaces, including some with access to natural light and also designed to support residents during extreme heat events, power outages or other emergencies.

**The proposed development and layout will provide opportunities for quality indoor and outdoor communal amenity spaces. The detailed layout and distribution of amenity spaces will be confirmed through the detailed Site Plan Control design process.**

Policy 4.6.6.5 states that where large sites such as shopping centres are developed or redeveloped, their site design shall support walkable 15-minute neighbourhoods, sustainable modes of transportation and help to achieve the economic development and health goals of the Official Plan by:

- a) Locating buildings and store entrances along public streets, with minimum built frontages determined by the Zoning By-law, depending on transect location;
- b) Establishing an internal circulation pattern that supports future intensification, including direct and safe street and multi-use path connections to the surrounding built, or planned urban fabric;

- c) Including a public street grid or equivalent pedestrian and cycling network to maximize connectivity to the surrounding street network, with vehicular parking screened from the street edge, or located underground; and
- d) Building arrangement and design that includes façade treatments, articulation, building materials and site furnishings that are comfortable at the pedestrian scale.

**Although not a shopping centre, the subject property represents a large site being redeveloped. The proposed site design supports the above policy by locating buildings with active frontages along public streets and establishing a new public street with pedestrian facilities that will strengthen connectivity to the surrounding street network and the internal circulation of the site.**

Policy 4.6.6.8 states that high-rise buildings shall be designed to respond to context and transect area policies, and should be composed of a well-defined base, middle and top. Floorplate size should generally be limited to 750 square metres for residential buildings and 2000 square metres for commercial buildings with larger floorplates permitted with increased separation distances. Space at-grade should be provided for soft landscaping and trees.

**The proposed development responds positively to the applicable context and transect area policies, as addressed in other sections of this Rationale Addendum. The proposed design incorporates human-scaled podium bases. The proposed development will incorporate maximum tower floorplate sizes of 750 square metres. The proposed layout also includes at-grade space for soft landscaping and trees.**

Policy 4.6.6.9 states that High-rise buildings shall require separation distances between towers to ensure privacy, light and sky views for residents and workers. Responsibilities for providing separation distances shall be shared equally between owners of all properties where High-rise buildings are permitted. Maximum separation distances shall be achieved through appropriate floorplate sizes and tower orientation, with a 23-metre separation distance desired, however less distance may be permitted in accordance with Council approved design guidelines.

**The proposed development meets the applicable tower separation distance desired by the Official Plan.**

Policy 4.6.6.10 states that development proposals that include High-rise buildings shall demonstrate the potential for future High-rise buildings or High-rise 41+ buildings on adjacent lots or nearby lots in accordance with the relevant policies of this Plan.

**The proposed development meets applicable tower separation provisions, and as such will not hinder adjacent lands' ability to be developed with high-rise buildings.**

### **3.2.9 Area-Specific Policies**

Section 12 – Local Plans of the Official Plan establishes direction for the establishment of secondary plans and area-specific policies.

Per Policy 1 of Section 12.3 of the Official Plan, the request for an amendment to this Plan to create an area-specific policy shall be supported by a planning rationale which includes all of the following:

- a) Demonstration of conformity with applicable transect and overlay policies with respect to built form, other than building height;
- b) The proposed type, scale and phasing of development of the site in its entirety is provided;
- c) A plan for development that is consistent with all applicable urban design policies of Subsection 4.6, including provisions relating to the transition of the proposed built form on the development site to adjacent low-rise residential uses and a completed urban design brief and presentation for a focused design review;

- d) A description of how the development is supportive of and contributes to healthy and inclusive communities and walkable 15-minute neighbourhoods as per Subsection 2.2.4;
- e) A description of access points and circulation for all modes of transportation, with priority given to pedestrians, cyclists and transit over private automobiles;
- f) A housing approach that meets the intent of Subsection 4.2;
- g) A landscape concept plan that demonstrates how the existing trees may be retained and incorporated into the development and new tree planting that meets the urban forest canopy cover policies in Subsection 4.8;
- h) Identification of locations, sizes and shapes of future parks, as applicable;
- i) Demonstration that the loss of gross floor area for the non-residential land uses at grade are minimized.
- j) Where building heights higher than permitted in this Plan are proposed, demonstration that the proposed development adequately integrates in scale, size and consideration of existing or planned land uses and densities of the surrounding context.
- k) Demonstration that, where a mid or high-rise building is proposed to be added as a permitted use, that the site is located within 600 metre radius or 900 metres walking distance, whichever is greatest, of an existing or funded rapid transit station;
- l) Reduced private automobile ownership strategies to encourage new residents to use public transit, for example reduce parking areas, car-sharing services and transit pass subsidies;
- m) Demonstration that the development exceeds the large dwelling unit requirement and provides development types which contribute to missing middle housing in accordance with Subsection 3.2; and
- n) Any other matters as deemed appropriate by the City.

**The proposed development meets the above policies as follows:**

- a) **As demonstrated above, the proposed high-rise, mixed-use development is appropriate for a Hub designation within the Inner Urban Transect, with a PMTSA also applying.**
- b) **The proposed type and scale of development are provided in great detail through architectural materials presented to the City and UDRP. The future east-west public road will help create a natural phasing pattern between the two (2) development parcels. A later phase of the development is anticipated to as a result of the extension of the future public road through the subject property to the west, allowing for the turning circle to be removed and Tower A to be developed.**
- c) **As demonstrated above, the proposed development meets the urban design policies of Section 4.6 of the Official Plan, providing a diversity of building heights; framing the surrounding public streets; incorporating limited tower floorplates; and implementing appropriate tower separation distances. A detailed Urban Design Brief was submitted and reviewed carefully as part of the City and UDRP review processes.**
- d) **Section 2.2.4 of the Official Plan lays out policies seeking to establish healthy and inclusive communities within the City, stating that the City's physical layout and design play an important role in shaping health and well-being by enabling Ottawa's diverse population to thrive and live their lives to the fullest. Policies under Section 2.2.4 include the following:**
  - 1. **Encourage development of healthy, walkable, 15-minute neighbourhoods that feature a range of housing options, supporting services and amenities**
  - 2. **Build accessible, inclusive communities, and design for all ages, including children and older adults**
  - 3. **Promote health through sustainability**
  - 4. **Advance human health through decision-making on the built environment**



The proposed development meets the above policies by introducing a dense mix of residential, commercial, and park uses, with a variety of housing options being offered. The proposed development will incorporate active transportation options, including safe and accessible connections to a new public park onsite. The proposed development represents a sustainable design approach through its compact form and efficient use of infrastructure in close proximity to rapid transit.

- e) The provided Site Plan demonstrates access points and circulation for all modes of transportation. Special consideration is given to ensuring safe active transportation connections throughout the site.
- f) Section 4.2 of the Official Plan states housing that meets needs across ages, incomes and backgrounds and supports accessibility needs is a key requirement for health and well-being as well as attracting and retaining highly skilled labour and new businesses. Policies of Section 4.2 include;
  1. Enable greater flexibility and an adequate supply and diversity of housing options throughout the city
  2. Maximize the ability to provide affordable housing throughout the city
  3. Protect existing rental housing stock and encourage production of more rental units
  4. Direct attention to the needs of those households with the lowest 40 per cent of income levels, as well as other vulnerable groups
  5. Implement Inclusionary Zoning

The proposed development meets Section 4.2 of the Official Plan by greatly contributing to the supply and diversity of housing options throughout the City, and in particular in the immediate area, particularly in a location in close proximity to rapid transit a mix of services and amenities. The proposed development will help the City meet its target residential rental vacancy rate of at least 3 per cent. Further, the proposed redevelopment of a low-density employment use ensures no elimination of any existing onsite housing stock.

- g) A Landscape Plan was prepared and enclosed as part of the development application submission, and anticipates tree planting opportunities in several areas throughout the proposed development, including along the subject property's street frontage, along its west interior side yard setback, and within the small parking lot on the south parcel. Additional tree planting may be incorporated within the future park block's extents.
- h) The proposed development includes a future park block on the north parcel. The general location of the park has been identified on the plans submitted to the City, with the exact extents to be determined through the calculation of parkland dedication at the Site Plan Control stage and the location of underground services.
- i) Aside from the provision of an onsite public park, the proposed development will not result in the loss of gross floor area for non-residential land uses at grade. The proposed development will allow for a mix of onsite uses and envisions ground floor commercial space.
- j) As demonstrated in this Planning Rationale addendum, the proposed development and increased building heights will adequately integrate in scale, size and consideration of planned land uses and densities of the surrounding context. In particular, the subject property is adjacent to a planned high-rise context and existing, nonsensitive land uses, with the limits of the applicable Hub designation and the nearest stable low-rise residential neighbourhoods located a significant distance away.
- k) The subject property is located within a 600-metre radius and 900-metre walking distance from the nearest O-Train station (Tremblay).
- l) The enclosed Transportation Impact Assessment prepared by CGH Transportation provides key Transportation Demand Management (TDM) measures in Section 12.3 of its report. The TDM approach and proposed parking rates will be evaluated through the Site Plan Control application process.
- m) The latest site statistics prepared in support of the development applications indicate that the proposed development would accommodate 184 three (3) bedroom units, with an additional ten (10) two (2) bedroom

+ den units for a total of 194 units that may be considered large dwelling units. Against a total of 1,768 dwelling units, the proposed proportion of large dwelling units of 10.9 per cent meets the City's minimum 5 per cent requirement for the Tremblay Hub area.

- n) No other matters have been deemed appropriate by the City in evaluating the proposed Official Plan Amendment for the subject property.

### 3.3 Innes East Lines 1 and 3 Stations Secondary Plan

The Inner East Lines 1 and 3 Stations Secondary Plan establishes policy on maximum building heights and minimum densities within the applicable planning area (see Figure 7 below). The Inner East Lines 1 and 3 Stations Secondary Plan is informed by the "Transit-Oriented Development (TOD) Plans: Lees, Hurdman, Tremblay, St. Laurent, Cyrville and Blair, January 2014" which was approved by Council, and has a similar status to a community design plan.

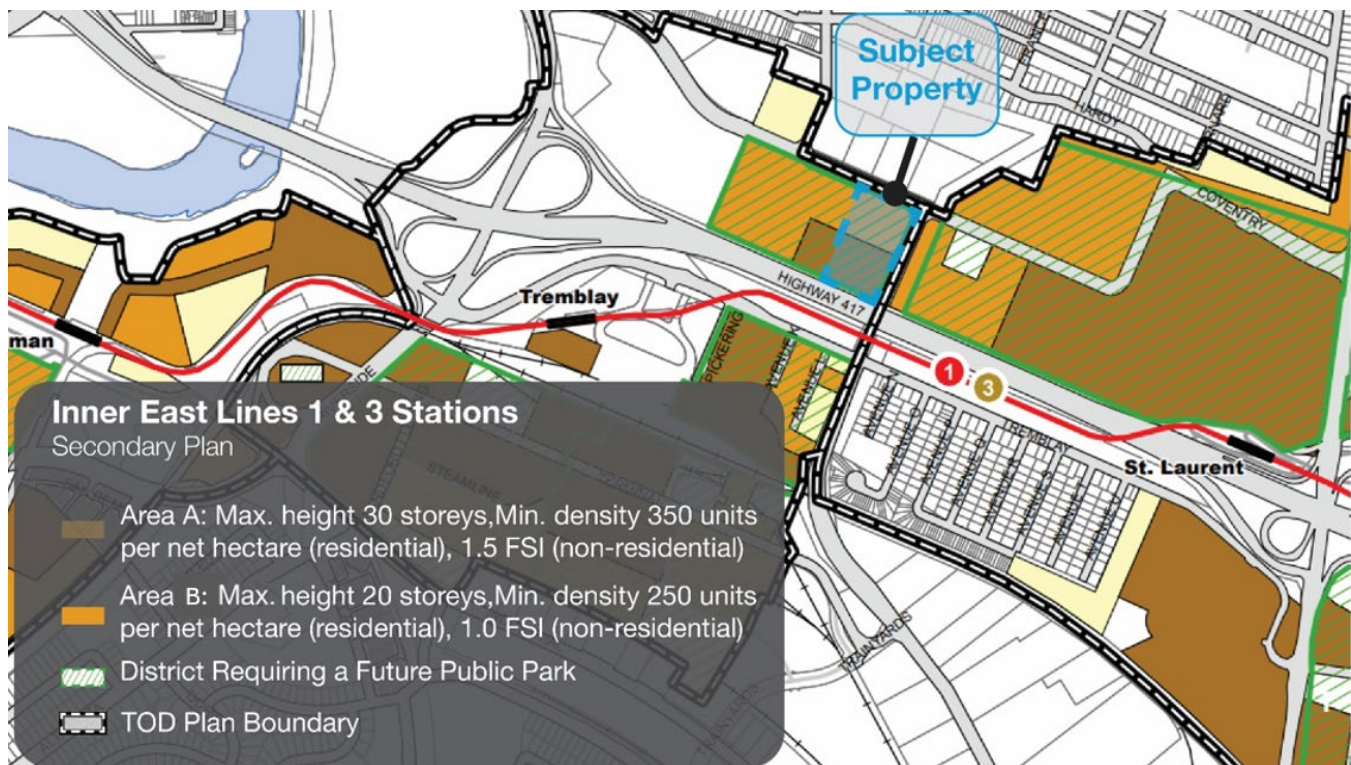


Figure 7: Schedule A - Maximum Building Heights and Minimum Densities, Inner East Lines 1 and 3 Stations Secondary Plan

The Inner East Lines 1 and 3 Stations Secondary Plan outlines minimum densities to set the stage for intensification so that development with increased densities can occur in context-sensitive locations at the time market pressure for density exists. The implementing zoning will provide flexibility by permitting existing constructed uses of land to be expanded and rebuilt at densities below the minimum densities in the Secondary Plan. The Plan anticipates that land subject development intensification pressure will remain in the existing zoning until the owner requests a rezoning. At that time, the property is to be rezoned to an appropriate Transit Oriented Development (TD) Zone in accordance with this secondary plan and the TOD Plan.

Schedule A – Maximum Building Heights and Minimum Densities (Figure 7) assigns the following maximum building heights and densities to the subject property:

- / **Area A:** Maximum height of 30 storeys and minimum density of 350 units per net hectare (residential) and/or 1.5 floor space index (non-residential)
- / **Area B:** Maximum height of 20 storeys and minimum density of 350 units per net hectare (residential) and/or 1.5 floor space index (non-residential)

Schedule A also identifies the subject property as being located within a “District Requiring a Future Public Park”.

The proposed development aligns with the intent and objectives of the Secondary Plan by providing high-density development that contributes to achieving transit-supportive densities within the TOD Plan area. Although the development proposes heights that are slightly higher than those originally established for the subject lands, the development aligns with general intent and objectives of the Secondary Plan and the guiding TOD Plans, as outlined in the following section. Further, the increase in height is appropriate as the subject property is located well within a Hub, with the planned context to the north, east, and west likely to encompass tall building heights and densities, while the existing and planned context immediately to the south consists of non-sensitive transportation corridors in the form of Highway 417 and the O-Train. The proposed development nonetheless meets the Secondary Plan’s intent of stepping down building heights further to the north, with the tallest building heights proposed to be on subject property’s southern block, closest to the Tremblay LRT Station.

It is also important to note that the Secondary Plan was originally implemented in 2013 and 2015 and informed by the below-noted TOD Plans, which date back to 2014, under the City’s previous Official Plan. The previous Official Plan defined high-rise built heights as being generally between 10 and 30 storeys, with additional policies to be considered for high-rise building heights in excess of 30 storeys. The new Official Plan now contemplates between 10 and 40 storeys under the high-rise building height category. A 30-storey limit at the time of the original implementation of the Secondary Plan and TOD Plans would have therefore represented the upper high-rise height limit. In light of the new Official Plan considering building heights up to and including 40 storeys as “high-rise”, the proposed amendment to increase permitted building heights on the subject property is therefore appropriate.

The proposed development also meets the Secondary Plan direction by providing physical space for a future public park on the subject property.

### 3.4 Transit-Oriented Development (TOD) Plans – Lees, Hurdman, Tremblay, St. Laurent, Cyrville and Blair (2014)

The Transit-Oriented Development (TOD) Plans are a Council-approved document similar to a Community Design Plan (CDP). The TOD Plans identify areas where transit-supportive densities can be achieved and provide guidelines for their development. These areas are located surrounding transit stations on the Confederation Line and present conditions where higher densities can be achieved which will make transit viable. The TOD Plans provide direction on growth within the identified areas by using effective urban design techniques in the planning and design of these communities. Through this, the TOD Plans aim to guide the creation of future high-quality living environments that prioritize pedestrian and cycling access to transit, along with high quality urban design standards and achieve target densities of 200 to 400 people and jobs per gross hectare. In addition to these primary objectives, the Plans implement Council’s strategic priorities regarding transportation and mobility.

Council’s strategic priorities relating to the TOD Plans are:

- / **TM2 – Maximize density in and around transit stations:**  
Plan well-designed, compact neighbourhoods where residents can live, work, shop and play close by, complete daily activities easily, access viable transit, and support local businesses.

/ **TM3 – Provide infrastructure to support mobility choices:**

Improve residents' mobility choices by supporting a variety of initiatives related to routes, rapid transit, walking and cycling.

The TOD Plans anticipate that development in these areas will be slow and will occur over time. They anticipate these areas functioning like small downtowns, and to grow in response to market pressure and public improvements. TOD areas consider 400 to 800 metres (an acceptable walking distance to rapid transit, which is equivalent to a 5 to 10 minute walk). Target densities within TODs are 200 to 400 people and jobs per gross hectare within an 800-metre walking distance from transit stations. Some common elements within TOD planning areas are:

- / Priority for pedestrian and cyclists movements on site, and improved connections with surrounding community;
- / Proximity of higher density land uses to transit stations;
- / Flexible planning permitting a varied mix of land use types; and,
- / An enhanced public realm.

TOD Plans understand the need to provide flexibility by permitting existing development to remain, and permit expansion when desired, and to have in place regulatory framework that permits a broader range of land uses and higher densities over time. The Plans permit future uses of land to establish in response to market pressures for most location in the TOD Plan areas.

The boundaries of TOD areas are defined by an 800-metre or 10-minute walking distance from a transit station. Areas adjacent to TOD Plan areas are TOD "influence areas" which may be suitable locations for higher density infill development or redevelopment in the future, despite having longer walking or cycling commute distances to transit.

The guiding principles for TOD areas are:

- |   |  |  |
|---|--|--|
| 1. Creating complete, mixed-use communities   | 4. Promoting choices and reprioritizing pedestrians, cyclists and transit users over single occupant automobiles | 6. Creating an attractive, well-designed urban environment |
| 2. Accommodating people and jobs densities in a compact built form                  | 5. Creating green spaces and urban places  | 7. Managing parking  |
| 3. Establishing context-sensitive development that respects existing neighbourhoods |  |  |

The TOD Plan integrates urban design considerations within TOD Zoning Regulations and sets out parameters for development within the TOD Zone. Generally, the TOD Plan identifies a Low TOD Density Zone (TD1), Medium TOD Density Zone (TD2), and High TOD Density Zone (TD3), with additional provisions for towers within the TOD area.

### 3.4.2 TOD Plan Areas: Tremblay Transit-Oriented Development Plan Area

The subject property is located within the Tremblay TOD Plan area, which is approximately 100 hectares in area, and includes approximately 40 properties. This Plan area is close to the Rideau River open space area to the west and has major community baseball stadium facility as well as large retail shopping area, located approximately four (4) kilometres from downtown Ottawa. The subject property falls within the northerly district of the Tremblay TOD Plan area.



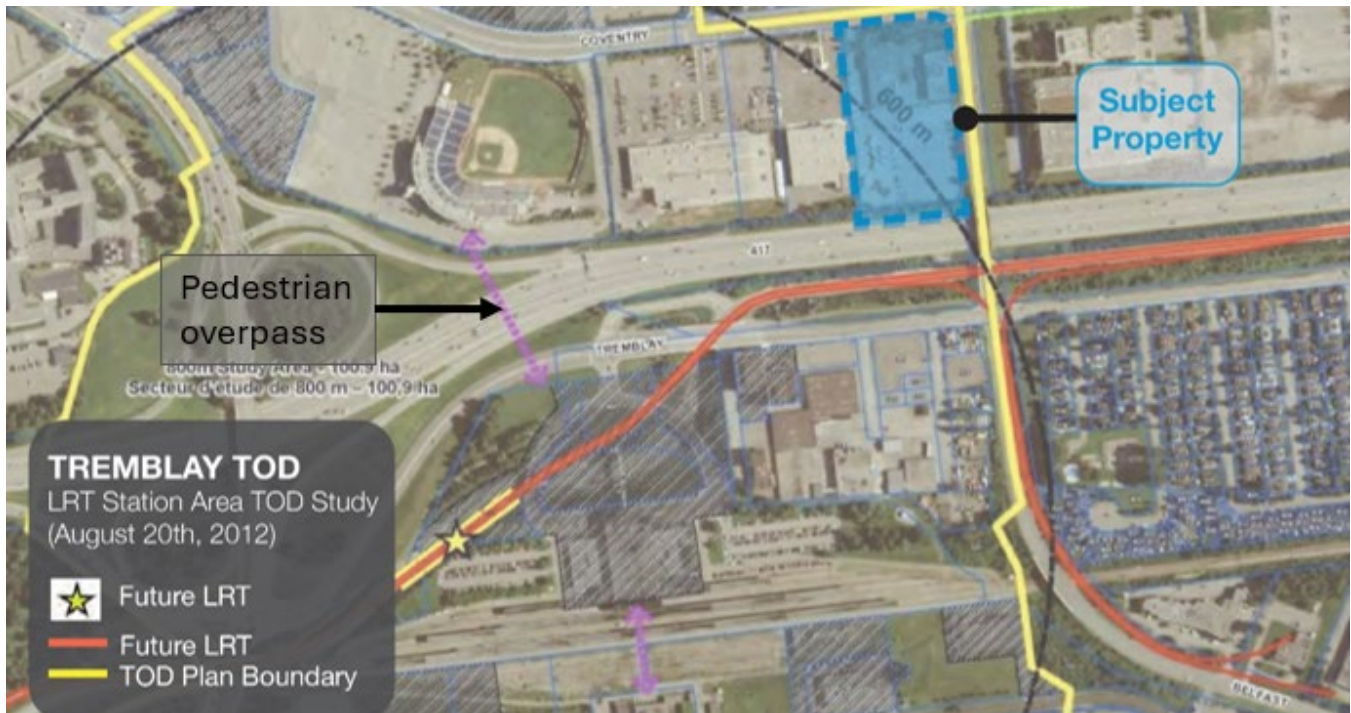


Figure 8: Tremblay TOD Plan Area, Transit Oriented Development (TOD) Plans - Lees, Hurdman, Tremblay, St. Laurent, Cyrville and Blair.

### 3.4.3 Tremblay TOD Pedestrian Network

The Pedestrian Network plan shows existing and required sidewalks and multi-use pathways (MUPs) as well as future pedestrian/cycling crossings of Highway 417 and VIA Rail main line. There is an existing sidewalk along Coventry Road abutting the subject property, and the Plan requires a future sidewalk to be considered along Belfast Road creating a connection between Coventry Road and the existing sidewalk on Belfast just north of Highway 417. The Plan requires a sidewalk connection through the site to the west as well, connecting Belfast Road to a MUP abutting the baseball stadium. A sidewalk may be replaced by a MUP (Figure 9). This westward sidewalk connection provides access to a now-built pedestrian overpass (the Max Keeping Bridge) leading to the Tremblay LRT Station to the south.

The intersection of Coventry and Belfast Road is identified as a Key Pedestrian Crossing point. Here, special design considerations are required to ensure safe and expedient crossing movements which include wider and textured crossing routes, signalization and consideration of longer walk signal times.

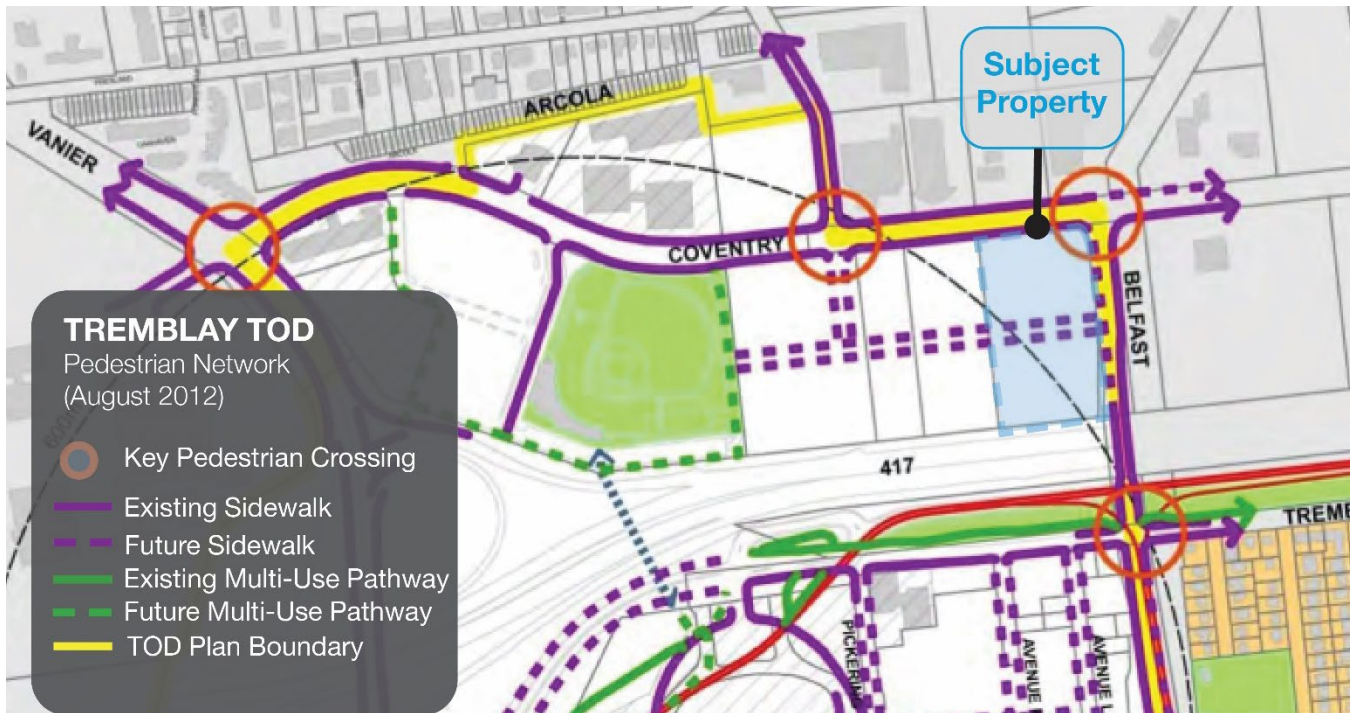


Figure 9: Tremblay TOD - Pedestrian Network, Transit Oriented Development (TOD) Plans - Lees, Hurdman, Tremblay, St. Laurent, Cyrville and Blair.

#### 3.4.4 Tremblay TOD Street Network

The Tremblay Street Network Plan shows existing and future streets in the Plan area. The plan anticipates alignments for two flexible types of connections to convey pedestrians and cyclists in direct and safe routes to/from the station. The Plan anticipates a future public or private road, aisleway or multi-use pathway through the subject property connecting to the baseball stadium further west, with a branch extending north to Lola Street (Figure 10).

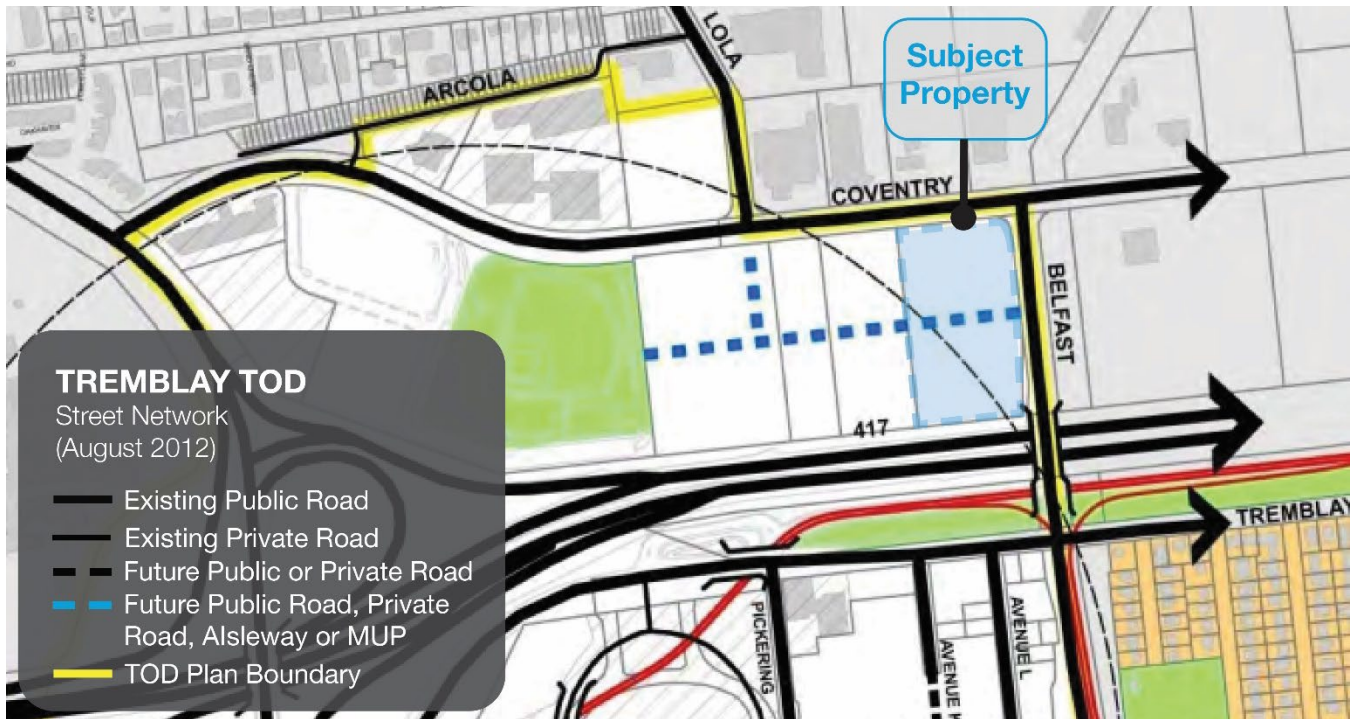


Figure 10: Tremblay TOD - Street Network, Transit Oriented Development (TOD) Plans - Lees, Hurdman, Tremblay, St. Laurent, Cyrville and Blair.

### 3.4.5 Tremblay TOD Green Plan

The Tremblay Green Plan shows existing and future parks, open spaces, playgrounds and “priority streetscape”. The Plan illustrates conceptual size and locations for private outdoor amenity areas. The implementing TOD zone requires a minimum 2% of the project land area to be constructed as outdoor communal amenity space. The subject property is located within a district requiring a future park. Guidelines in Section 7.2.1 of the Plan outline that public parks in TOD areas shall be between 0.1 and 0.5 hectares in size, or as determined by the City at the time of development approvals. Parks should be located in places of prominence, and designed to be flexible.

Parks should consist of soft landscaped features such as shrubs, trees and grass that define walkways and promote circulation, while hard landscaped elements such as paved walkways promote pedestrian connections and points of entry through the site. Benches, waste receptables and signage should also be provided. Subject to funding, parks within TOD Areas should also include hard surfaced courtyards and landscape features, lighting, bike racks, bollards, public art, tree guards and grates, gazebos and pergolas and play structures.



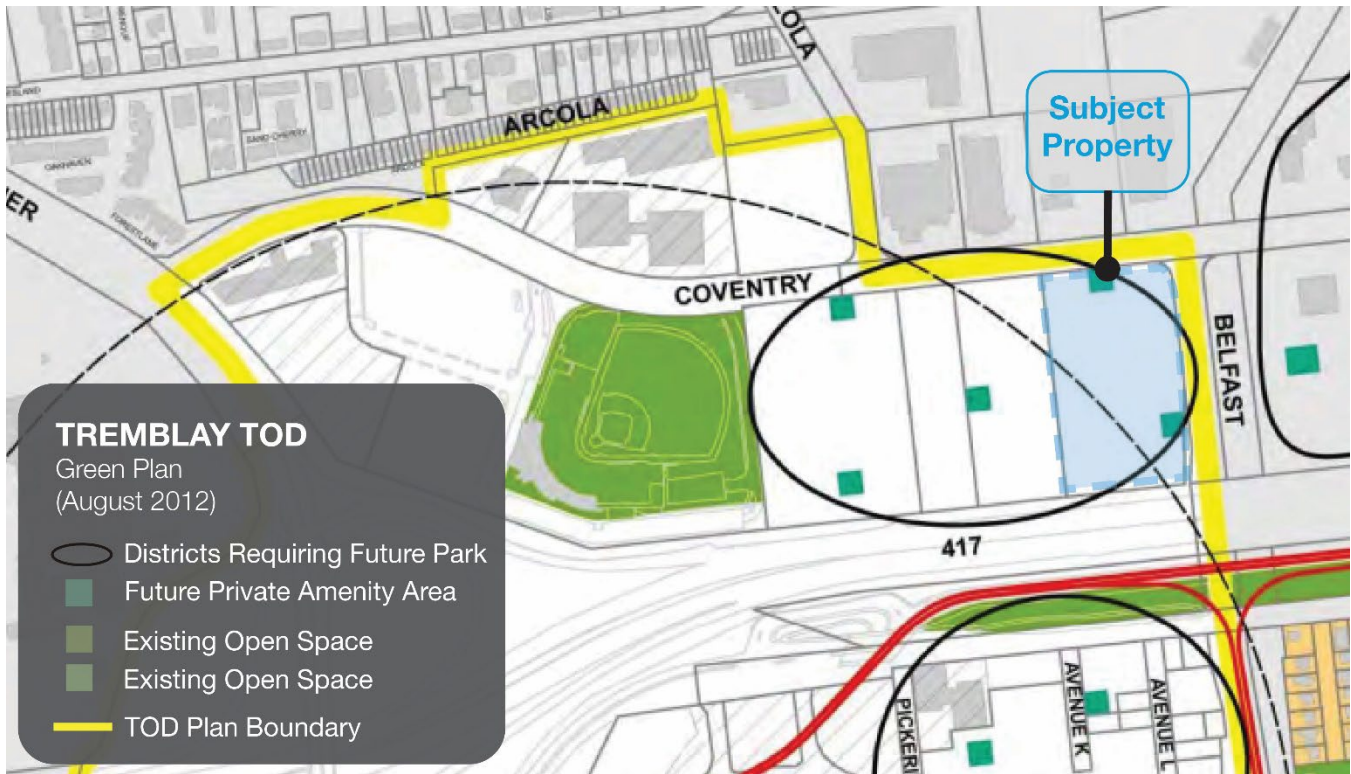


Figure 11: Tremblay Green Plan, Transit Oriented Development (TOD) Plans - Lees, Hurdman, Tremblay, St. Laurent, Cyrville and Blair.

### 3.4.6 Tremblay Building Heights and Density Targets

The Tremblay TOD area accounts for an area of approximately 100 hectares, of which approximately 44 hectares is available for future development for transit-supportive densities. The Plan expects to see approximately 12,500 people living and/or working in the TOD Plan area over the next 20 years. According to the TOD Plan, the subject property is anticipated to be developed as mixed-use development, and heights of 20 and 30 storeys are considered for the parcel. Figure 12 shows the southern portion of the subject property is zoned Medium TOD Density Zone (TD2) for the north half of the subject property, and High TOD Density Zone (TD3) on the south half of the subject property.

Within the **Medium TOD Density Zone (TD2)** a minimum density of 250 units per net hectare for residential or a minimum FSI of 1.0 for non-residential land use is considered. Buildings in this Zone are capped at a height of 20 storeys in height, and may include apartment dwellings, a combination of ground-oriented dwellings and apartment dwellings, mixed-use, and commercial buildings.

Within the **High TOD Density Zone (TD3)** minimum densities of 350 units per net hectare for residential or a minimum FSI of 1.5 for non-residential land uses is considered. Buildings in this Zone are capped at 30 storeys height and may include apartment dwellings, mixed-use and commercial buildings. The TD3 Zone is generally located nearest to future stations and maximizes efficiency of land and city infrastructure while bringing more people in closer proximity to the stations.



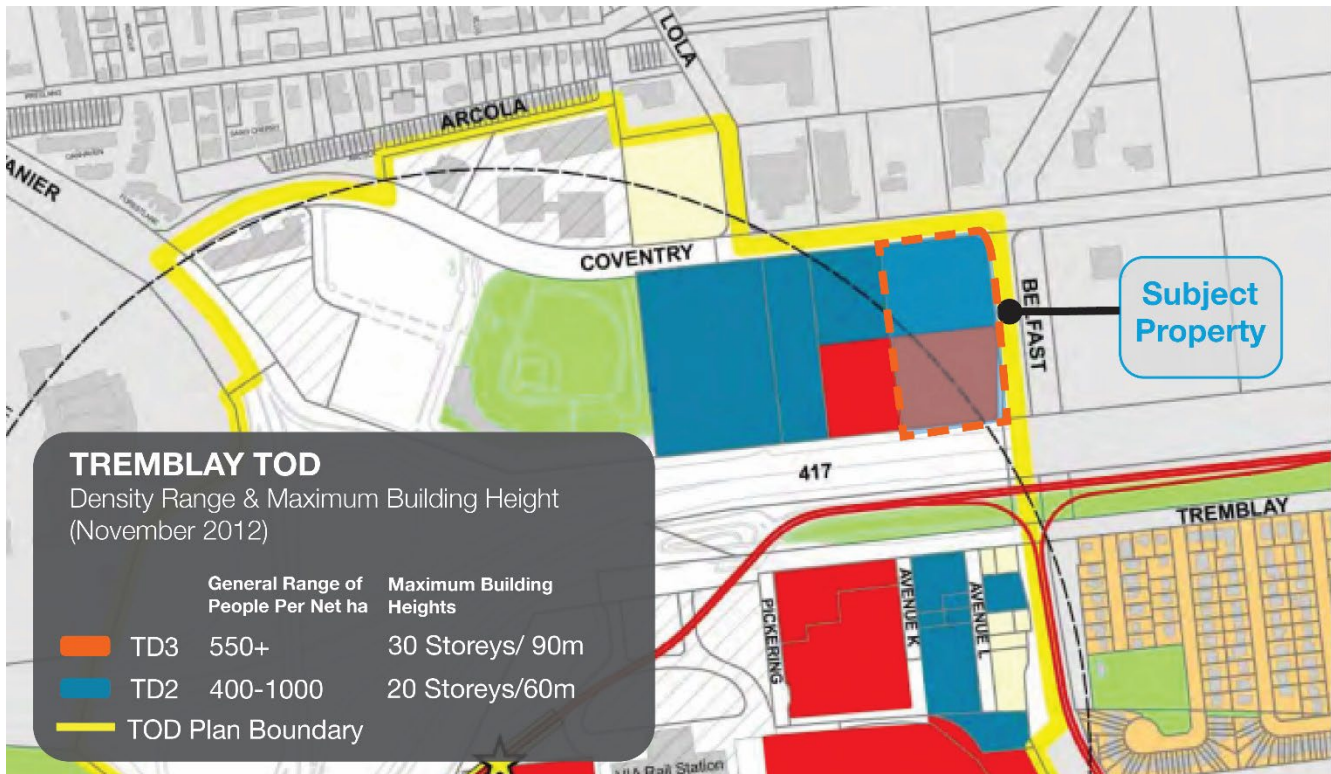


Figure 12: Tremblay Building Heights and Density Targets, Transit Oriented Development (TOD) Plans - Lees, Hurdman, Tremblay, St. Laurent, Cyrville and Blair.

The proposed development meets the objectives and guiding policies of the TOD Plans by proposing a mix of uses and high-density residential development within an area designated for such type of development. The proposal seeks to add buildings with six (6) high-rise towers, with a mix of commercial and residential uses onsite, contributing to the creation of transit-supportive densities within the TOD area. The proposal prioritizes the pedestrian realm and proposes a new public park located internally off a new proposed public road. Vehicle access above grade is limited to mostly pick-up and drop-off locations around the perimeter of the north Block, with limited surface parking located along the drive aisle within the southern block.

The proposed development further aligns well with the objectives of the Tremblay TOD Plan Area and meets several of the integrated urban design and TOD zoning regulations, including matching the proposed road location. The proposed development recognizes that the subject property is within an area designated for requiring a park, and provides a large public park.

Although building heights contemplated for the subject property are taller than the TOD Plan's Maximum Building Height Schedule, the proposed development's built form is well suited for the subject property and provides adequate separation between towers and from its lot lines, and will contribute positively to achieving the planned density for the TOD Plan area. The proposed layout distributes tower heights in a way that will maintain a successful transition from south to north.

As previously expressed, it is also important to note that the latest policy direction of the new Official Plan and Provincial Planning Statement (2024) allow for a reconsideration of greater building heights onsite compared to a policy framework that was enacted at a time where high-rise building heights were generally more restricted.

**Finally, the proposed development meets several of the TOD objectives of creating mixed-use communities in a compact built form that promote choices and prioritize pedestrians, cyclists and transit. It further meets objectives of creating green spaces and urban places that are attractive and well designed.**

### 3.5 Urban Design Guidelines for High-Rise Buildings

The City of Ottawa's Urban Design Guidelines for High-rise Buildings (the "Guidelines") were approved by City Council on May 23, 2018, and provide recommendations for urban design and guidelines to be used during the review of development proposals. As stated on page 2 of the Guidelines, they are not intended to be used as a checklist for evaluating a proposal and not all of the guidelines are applicable to every site. As the Guidelines note, the given context of a site will inform the development and that each site will have its own opportunities and challenges.

The Urban Design Guidelines for High Rise-Housing apply to high-rise (10 storeys or more) and used during the review of development proposals to promote and achieve appropriate high-rise development. The main objectives of the Guidelines is to address the compatibility and relationship between high-rise buildings and their existing or planned context, as well as promote high-rise buildings that contribute to views of the skyline and enhance orientation and the image of the city.

The proposed development responds to the guidelines in the following ways:

- / The proposed development features background buildings (Guideline 1.4);
- / The predominant views from the buildings within the proposed development include views of Highway 417 to the south, VIA rail and Tremblay O-Train Stations, industrial complexes along Tremblay Road, and low-rise residential beyond, as well as views of the Rideau River, particularly if viewed from a dwelling unit inside a proposed tower in the southern block. The views looking to the north are low-rise employment along Coventry Road, residential development within the Overbrook. To the east views of low-rise residential, commercial, industrial and parks are expected. To the west, the proposed development abuts low-rise commercial space; views of this commercial space, parking lots, institutional buildings as well as the Stadium, the Rideau River and downtown Ottawa are anticipated.(Guideline 1.6);
- / The proposed buildings are designed to respect and enhance the existing and planned views and vistas through their placement, height transitions, setbacks and stepbacks and landscaping. They are designed to respect and enhance the overall character of the existing and planned urban fabric and the skyline by maintaining harmonious relationships with the neighbouring buildings as adjacent properties become developed (Guideline 1.9).
- / The proposed development is located in an identified growth area; therefore, the buildings have been designed to increase in height progressively to the south abutting the highway. In this way, the tallest buildings are located adjacent to the highway and the LRT station and the shortest buildings are located closer to Coventry Road (Guideline (1.10);
- / The buildings' bases are directly related to the height and typology of the existing and planned streetwalls: buildings have podiums ranging in height from one (1) to six (6) storeys. In the north block, Building E faces Coventry Road with podium heights of one (1), three (3), and six (6) storeys. The one (1) storey portion is the closest to the street and is proposed to have commercial uses. In Building E2, E1 and D, ground-oriented units are contemplated for the three (3) storey podiums that face west, south towards the park, and the pathway between the two buildings. In the south block, the three (3) storey portion is contemplated for the three (3) storey west-facing portion of Building C. The three (3) storey podium steps back to a six (6) storey podium, and helps to define the street edge to add a human scale element to the development and respond to the context of the site (Guideline 1.12);
- / The lot is rectangular, which permits adequate transition measures (Guideline 1.14);

- / The lot abuts two public streets, Coventry Road and Belfast Road, and includes a public park as part of the redevelopment (Guideline 1.15);
- / The lot area far exceeds the minimum recommended 1,350 square metre lot area for a corner lot to be developed with a high-rise building (Guidelines 1.16 and 1.18);
- / The lower portions of the buildings have been designed so as not to overwhelm the pedestrian realm. Low- to mid-rise podiums will help reinforce a human scale design. The public park is framed to the north by two (2) storey ground-oriented units. These measures help to ensure that the buildings create a streetwall and conditions that define and animate new public spaces for a pedestrian scale, including sidewalks, internal pathways, and the public park (Guideline 2.1);
- / Architectural elements and details are considered to make the buildings visually appealing and contribute to the creation of an image of a community and city through its design. The details are not yet finalized, however variation in façade recession throughout the site, as well as additional architectural elements such as an extended podium at the corner of Belfast and Coventry Road are proposed which all provide a canvas for additional architectural expression. Additional elements will be refined at the time of the Site Plan application (Guideline 2.2);
- / The buildings in the proposed development have been designed with a base, middle, and a top. The podiums define the base and have heights of one (1), three (3), four (4), and six (6) storeys. The middle includes the towers, which range in height from 21 to 35 storeys, and the top includes the mechanical penthouses and may incorporate additional design choices through the Site Plan Control process (Guideline 2.3);
- / The bases of the buildings form a generally continuous building edge along streets and public spaces to create new streetwalls (Guideline 2.13);
- / Stepbacks are provided throughout the proposed development, particularly low podium levels that step back to six (6) storey podiums, and further stepbacks from the podiums to the high-rise components (Guideline 2.14);
- / The base of the buildings reflect the width of the existing and proposed roads: Coventry Road has a protected right-of-way (ROW) of 30 metres and Belfast Road has a protected ROW of 26.9 to 29.2 metres. The ROW of the new east-west local street is proposed to be 20 metres. The proposed podium heights are approximately 15 to 21 metres throughout the site (Guideline 2.15);
- / Stepbacks have been provided at various heights and locations (Guideline 2.16);
- / Although portions of the base on the north parcel are one (1) storey in height, they step back immediately to a six (6) storey building height. The bases of all buildings are greater than two (2) storeys in height in all other locations (Guideline 2.17);
- / Materiality for the proposed development will be refined during site plan stage. Green roofs are proposed for the development (Guideline 2.21);
- / All the towers in the proposed development have floorplates of 750 square metres in size to minimize shadow and wind impacts, loss of skyviews, and allow for the passage of natural light into interior spaces (Guideline 2.24);
- / Minimum tower separation recommendations are generally met, with only minor deviations from the recommended distances (e.g. 24-metre separation between two high-rise towers that are at least 30 storeys in height) (Guideline 2.25);
- / No blank wall tower façades are proposed (Guideline 2.28);
- / Buildings employ step backs from the base to the tower to allow the base to be the primary defining element for the site and adjacent public realm, reducing the wind impacts, and opening skyviews (Guideline 2.29);

- / Wind and Shadow have been considered through studies, and their impacts have been considered in the design of the site (Guideline 2.31);
- / Details of building tops are not yet finalized, however, their incorporation into the overall building design will be considered (Guideline 2.35);
- / A mechanical penthouse is included on the roof of every tower (Guideline 2.36);
- / The building tops are expected to be designed to fit into the overall character and contribute to the harmony of the skyline (Guideline 2.37);
- / The main pedestrian entrances to the buildings and towers are conveniently located with seamless connections to the sidewalks (Guideline 3.10);
- / Multiple site access are considered, where pedestrian entrances are placed closest to the street edge where feasible (Guidelines 3.10 and 3.11);
- / Commercial uses at grade are proposed abutting Coventry Road (Guideline 3.12(a));
- / The proposed development will provide several public and private amenity spaces, as well as a public park and publicly accessible commercial spaces onsite (Guideline 3.12(e));
- / Parking is primarily located underground (Guideline 3.14);
- / Pick-up and drop-off areas are proposed to be internal to the site (Guideline 3.15).

**The proposed development meets several of the City's Urban Design Guidelines for High-Rise Buildings, as demonstrated above. Conformity with additional guidelines will be confirmed through the detailed design process.**

### 3.6 Transit-Oriented Development Guidelines

In September 2007, City Council approved design guidelines to address Transit-Oriented Development. The guidelines apply to all development throughout the city that is within 600 metres walking distance of a rapid transit stop or station and provide guidance for the proper development of these strategically located properties. The guidelines address six elements of urban design: land use, layout, built form, pedestrians and cyclists, vehicles and parking, and streetscape and environment.

The proposed development meets the following applicable design guidelines:

#### **Land Use:**

- / Provide transit supportive land uses within a 600-metre walking distance of a rapid transit stop or station (Guideline 1).
- / Create a multi-purpose destination for both transit users and local residents through providing a mix of different land uses that support a vibrant area community and enable people to meet many of their daily needs locally, thereby reducing the need to travel. Elements include a variety of different housing types, employment, local services and amenities that are consistent with the policy framework of the Official Plan and the City's Zoning By-Law. The mix of different uses can all be within one building and/or within different buildings within close proximity of one another (Guideline 3).

#### **Layout:**

- / Lay out new streets, laneways, pedestrian and cycling connections in a connected network of short block lengths that offer route choice (Guideline 4).



- / Design street blocks to be no more than 150 metres in length with pedestrian friendly intersections (Guideline 5).
- / Locate buildings close to each other and along the front of the street to encourage ease of walking between buildings and to public transit. Coordinate the location and integration of transit stops and shelters early in the design process to ensure sufficient space and adequate design (Guideline 7).
- / Locate the highest density and mixed uses (apartments, offices, etc.) immediately adjacent and as close as possible to the transit station (Guideline 8).
- / Create transition in scale between higher intensity development around the transit station and adjacent lower intensity communities by stepping down building heights and densities from the transit station (Guideline 9).

### **Built Form**

- / Step back buildings higher than 4 to 5 storeys in order to maintain a more human scale along the sidewalk and to reduce shadow and wind impacts on the public street (Guideline 11).
- / Set large buildings back between 3.0 and 6.0 metres from the front property line, and from the side property line for corner sites, in order to define the street edge and to provide space for pedestrian activities and landscaping (Guideline 13).
- / Provide architectural variety (windows, variety of building materials, projections) on the lower storeys of buildings to provide visual interest to pedestrians (Guideline 14).

### **Pedestrians & Cyclists:**

- / Design pedestrian connections that are convenient, comfortable, safe, easily navigable, continuous and barrier-free and that lead directly to transit (Guideline 16).
- / Use different materials such as concrete for crosswalks or treatments such as painted patterns to provide visual identification of pedestrian routes for motorists (Guideline 17).
- / Reduce or limit grade separated pedestrian connections (Guideline 18).
- / Design ground floors to be appealing to pedestrians, with such uses as retail, personal service, restaurants, outdoor cafes, and residences (Guideline 28).
- / Provide convenient and attractive bicycle parking that is close to building entrances, protected from the weather, visible from the interior of the building and that does not impede the movement of pedestrians (Guideline 29).

### **Vehicles & Parking**

- / Locate parking lots to the rear of buildings and not between the public right-of-way and the functional front of the building. For buildings on corner sites, avoid locating parking lots on an exterior side (Guideline 35).
- / Design and locate parking lots and internal roads to minimize the number of vehicle crossings over primary pedestrian routes (Guideline 38).
- / Encourage underground parking or parking structures over surface parking lots. Locate parking structures so that they do not impede pedestrian flows and design them with active street-level facades, including commercial uses and/or building articulation, non-transparent windows or soft and hard landscaping (Guideline 39).
- / Include a boulevard or planting strip along internal roadways and parking areas to buffer pedestrians from vehicles and road spray (Guideline 42).

**Streetscape & Environment:**

- / Enclose air conditioner compressors, garbage and recycling containers and other similar equipment within buildings or screen them from public view (Guideline 54).

**The proposed development implements several of the Transit-Oriented Development Design Guidelines and introduces well designed high-density transit supportive land uses within 600 metres of Tremblay O-Train Station while also integrating a high-quality public realm. It locates tallest heights and highest densities closest to the transit station, while gradually transitioning to lower densities in areas furthest away from rapid transit. The proposal includes active frontages along Coventry Road. Buildings incorporate podiums that appropriately frame the surrounding streets, with step backs incorporated into the tower portions. Parking is largely located underground. These features collectively implement TOD Guidelines and meet objectives for intensifying TOD areas through a high degree of urban design. Additional guidelines will likely be met through the detailed Site Plan Control stage.**

# 4.0 Draft Amendment Details

## 4.1 Draft Official Plan Amendment

A site-specific Official Plan Amendment is proposed to the Tremblay, St. Laurent, and Cyrville Secondary Plan as follows:

- / Amend Schedule A – Maximum Building Heights and Minimum Densities of the Inner East Lines and 3 Stations Secondary Plan, by increasing the maximum building heights on the subject property to Area A (30 storeys / 350 units per net ha / 1.5 FSI) on the north parcel and a 35-storey building height (minimum required density of 350 units per net ha / 1.5 FSI) on the south parcel (per Figure 13 below).

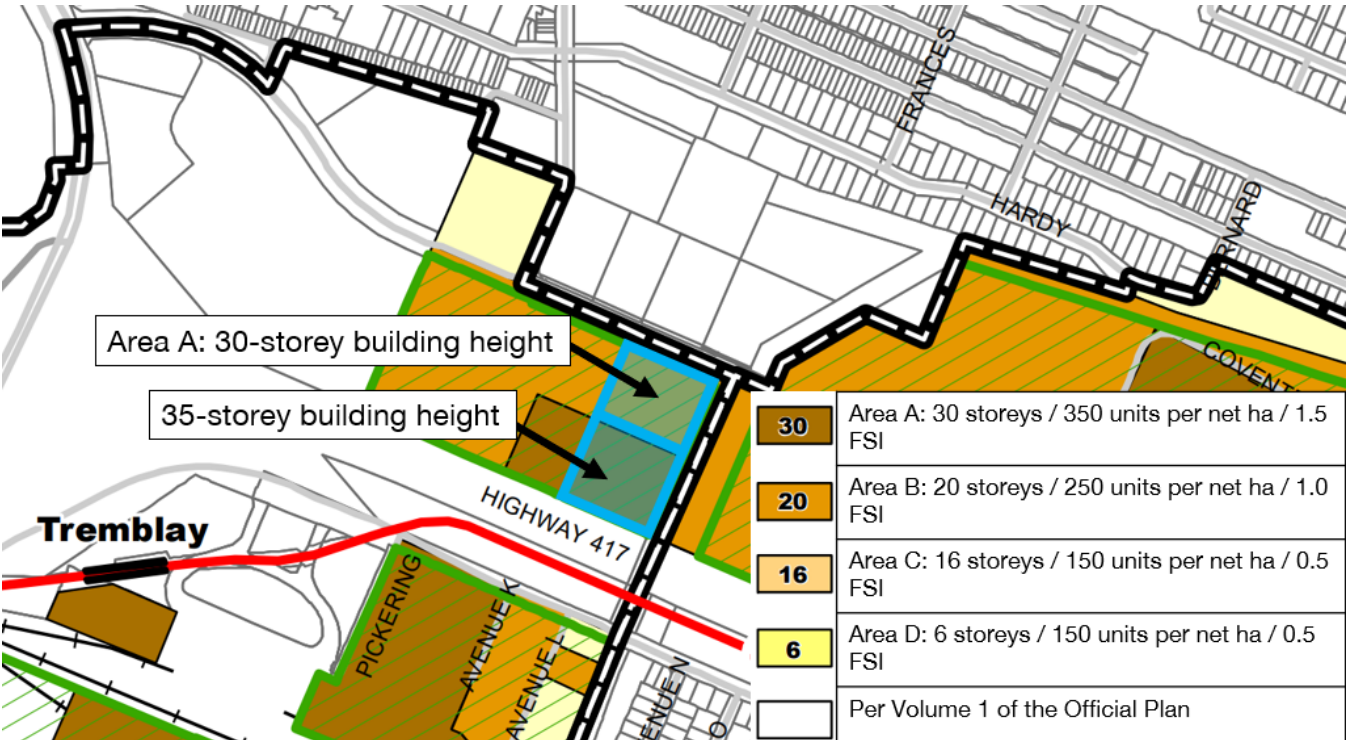


Figure 13: Excerpt from Schedule A: Maximum Building Heights and Minimum Densities of the Inner East Lines 1 and 3 Secondary Plan. The proposed building height increases are indicated for the north and south parcels of the subject property (indicated in blue).

## 4.2 Draft Zoning By-law Amendment Details

The proposed Zoning By-law Amendment for the subject property would seek to apply the following site-specific zones per Figure 14 below, with provisions similar in effect to the following:

### TD3[XXX1] SYYY

- / Maximum building heights are as per Schedule YYY.
- / Permitted projections listed in Sections 64 and 65 are not subject to the height limits identified on Schedule YYY.
- / Minimum front and corner side yard setbacks: 2 metres
- / Minimum interior side yard and rear yard setbacks above that part of a building more than 6 storeys in height: 10.7 metres

- / Minimum setback for a tower from a park: 10.7 metres
- / Maximum tower floorplate: 750 square metres
- / Despite Clause 195(6), where the wall of the 1st storey of a building is within 10 metres of a lot line abutting a public street and where the building is more than 6 storeys in height, the wall facing the street must be stepped back at either the 2nd, 3rd, 4th, 5th, 6th or 7th storey at least a further 1.5 metres from the wall of the storey below.
- / Despite Clause 195(7), where two buildings on the same lot are both more than 6 storeys in height that part of the buildings greater than 6 storeys tall must be a minimum of 23 metres away from each other.
- / Minimum setback for any wall of a residential use building in a Planned Unit Development to a private way is 0 metres above the first floor.

#### **O1 / TD3[XXX2] SYYY**

- / Maximum building heights are as per Schedule YYY.
- / Permitted projections listed in Sections 64 and 65 are not subject to the height limits identified on Schedule YYY.
- / Minimum front and corner side yard setbacks: 2 metres
- / Minimum interior side yard and rear yard setbacks above that part of a building more than 6 storeys in height: 10.7 metres
- / Minimum setback for a tower from a park: 10.7 metres
- / Maximum tower floorplate: 750 square metres
- / Despite Clause 195(6), where the wall of the 1st storey of a building is within 10 metres of a lot line abutting a public street and where the building is more than 6 storeys in height the wall facing the street must be stepped back at either the 2nd, 3rd, 4th, 5th, 6th or 7th storey at least a further 1.5 metres from the wall of the storey below.
- / Despite Clause 195(7), where two buildings on the same lot are both more than 6 storeys in height that part of the buildings greater than 6 storeys tall must be a minimum of 23 metres away from each other.
- / Minimum setback for any wall of a residential use building in a Planned Unit Development to a private way is 0 metres above the first floor.

#### **TD[XXX3]-h SYYY**

- / Maximum building heights are as per Schedule YYY.
- / Permitted projections listed in Sections 64 and 65 are not subject to the height limits identified on Schedule YYY.
- / Minimum front and corner side yard setbacks: 2 metres
- / Minimum interior side yard and rear yard setbacks above that part of a building more than 6 storeys in height: 11.5 metres
- / Maximum tower floorplate: 750 square metres
- / Despite Clause 195(6), where the wall of the 1st storey of a building is within 10 metres of a lot line abutting a public street and where the building is more than 6 storeys in height the wall facing the street must be stepped back at either the 2nd, 3rd, 4th, 5th, 6th or 7th storey at least a further 1.5 metres from the wall of the storey below.
- / Despite Clause 195(7), where two buildings on the same lot are both more than 6 storeys in height that part of the buildings greater than 6 storeys tall must be a minimum of 23 metres away from each other.



- / Minimum setback for any wall of a residential use building in a Planned Unit Development to a private way is 0 metres above the first floor.
- / The holding symbol may not be lifted until such time that a development design that balances the need for a turnaround for road clearing and operations is deemed acceptable to the General Manager of Planning, Development, and Building Services.

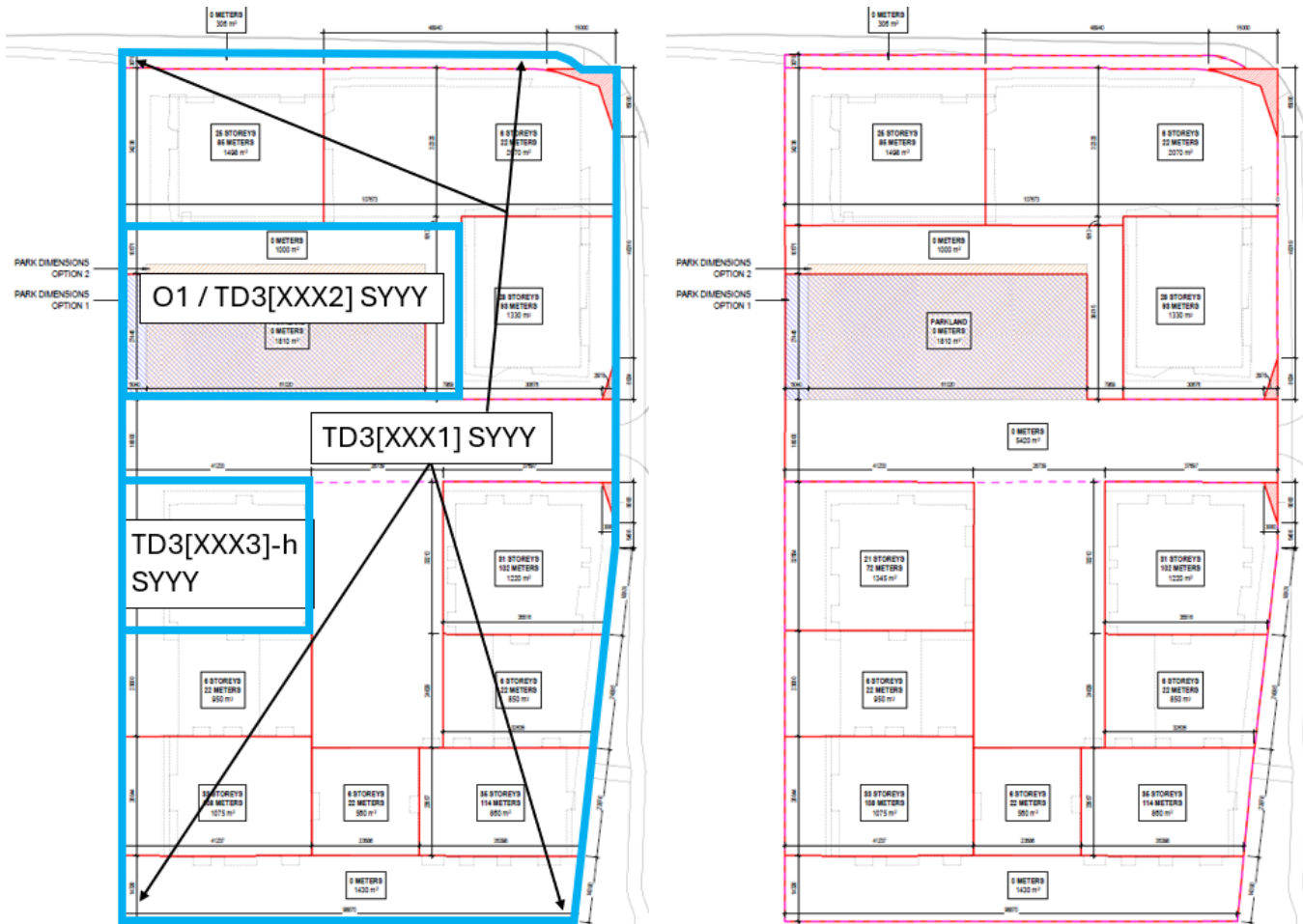


Figure 14: Proposed Zoning Map (left) and Height Schedule of the Subject Property

The proposed site-specific exceptions and schedule allocated building heights per the proposed Site Plan, while continuing to ensure some level of flexibility as it relates to the exact placement of towers. Additional design provisions will ensure consideration of stepbacks and tower separation distances from other towers and from abutting lot lines.

## Conclusion

We trust that the above and enclosed materials are satisfactory for the purpose of proceeding with concurrent consideration of the proposed Official Plan Amendment and Zoning By-law Amendment for the subject property by the City's Planning & Housing Committee and Council. Please do not hesitate to contact the undersigned at church@fotenn.com or 613-730-5709 ext. 287 should you have any questions.

Sincerely,



Nico Church, MCIP RPP  
Senior Planner



Brian Casagrande, MCIP RPP  
Partner

**Appendix A**  
**Proposed Height Plan – Options 1 + 2**



NOTES GÉNÉRALES General Notes

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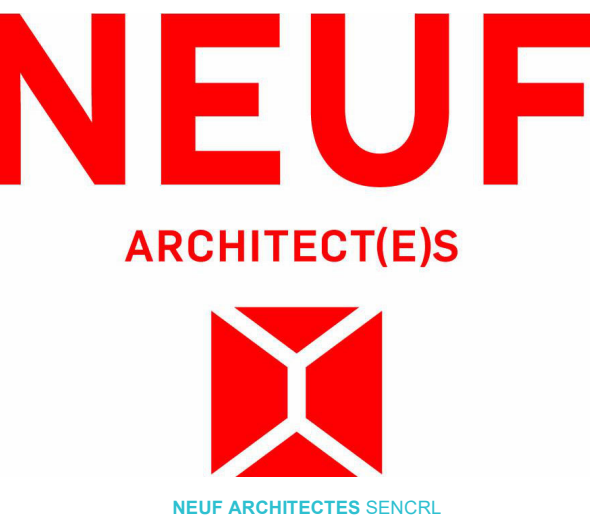
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OUVRAGE Project

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EMPLACEMENT Location

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NO RÉVISION

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**PROPOSED HEIGHT  
PLAN - OPTION 1 & 2  
COMBINED (A)**

RÉVISION Revision

NO. DESSIN Dwg Number

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